The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4956 光緒三十一年八月廿四號 FRIDAY, SEPTEMBER 22, 1905. 五拜禮 香港英文九月廿二號

$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $18,500,000
Silver Reserve .....$ 8,500,000 }
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson. H. Schubart, Esq.
E. Goetz, Esq. E. Shellim, Esq.
G. H. Medhurst, Esq. Hon. R. Shewan.
A. J. Raymond, Esq. N. A. Siebs, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 19th August, 1905. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23

DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin Calcutta Hankow Peking
Tientsin Tsinanfu Taingtau Yokohama
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin
Direction der Disconto-Gesellschaft } Berlin
Deutsche Bank } Berlin
S. Bleichroeder } Berlin
Berliner Handels-Gesellschaft } Berlin
Bank fuer Handel und Industrie } Berlin
Robert Warschauer & Co. } Berlin
Mendelssohn & Co. } Berlin
M. A. von Rothschild & Soehne } Frankfurt a/M.
Jacob S. H. Stern } Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER,
Sub-Manager.
Hongkong, 9th September, 1905. [2

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,940,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.
SAN FRANCISCO. NEWCHWANG.
BOMBAY. MUKDEN.
TIENTSIN. PORT ARTHUR.
PEKING. CHEFOO.
KOBE. DALNY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „
TAKEO TAKAMICHI,
Manager.
Hongkong, 11th September, 1905. [20

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.
CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £875,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „
T. P. COCHRANE
Manager.
Hongkong, 18th May, 1905. [24

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND.....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 „ 4 „ „ „ „
3 „ 3 „ „ „ „
H. PINCKNEY,
Manager
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [21

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipoh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.
S. MINAMI, Manager, Hongkong.
38]

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.
The wrapper of every pat bears our name and address.

THE MUTUAL STORES,
GENERAL STOREKEEPERS.
HONGKONG AND CANTON.
Hongkong, 20th September, 1905. [948

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. PARLANE,
Manager.
Hongkong, 22nd June, 1905. [675

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$4.50 per Cask 375 lbs. net ex Factory.
$2.70 per Bag 250 lbs. net ex Factory.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th March, 1905. [50

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	SIMLA ..... C. D. Goldsmith, R.N.R.	Sept. 23rd. Noon	*See Special Advertisement.*
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea.)	SUNDA ..... H. S. Bradshaw	About 27th September	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	CEYLON ..... C. F. Lockstone, R.N.R.	About 28th September	Freight and Passage.
SINGAPORE, COLOMBO and BOMBAY. Receiving Cargo at Colombo for Bombay, ex Mail s.s. *Nubia.*	TIENTSIN ..... C. W. Burleigh..... ...	About 2nd October	Freight only.

For Further Particulars, apply to
L. S. LEWIS, Acting Superintendent.
Hongkong, 22nd September 1905 [2

Intimations.

LANE, CRAWFORD & CO.
HAVE NOW REMOVED
TO THEIR
NEW STORE
IN
CHATER ROAD
AND
ICE HOUSE STREET
ENTRANCE IN
ICE HOUSE STREET
LANE, CRAWFORD & CO.
Hongkong, 4th September, 1905 [4

AQUARIUS

MARK

SPARKLING MINERAL TABLE WATER Qts., Pts., & Splits.
SILENT WATER Qts.
STONE GINGER BEER.
GINGERALE.
LEMONADE.
TONIC WATER.

Tele... N...

PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages, and by this means ABSOLUTE PURITY IS GUARANTEED.

SOLE AGENTS—
CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.
Hongkong, 6th September, 1905. [37

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SECOND ORDINARY YEARLY MEETING OF THE SOCIETY will be held at its Head Office, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the Report of the Directors, together with Statements of Account for the year 1904 and for the half-year ending 30th June, 1905, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Society will be CLOSED from 9th October to the 19th October, both days inclusive.
By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 14th September, 1905. [931

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, at 5.30 P.M. on FRIDAY, the 29th instant.
Will Members who have not received a copy of the Annual Report and Statement of Accounts for the year ending 31st August last, kindly apply to the Undersigned.
W. ARMSTRONG,
Acting Hon. Secretary.
(C/o BUTTERFIELD & SWIRE).
Hongkong, 21st September, 1905. [950

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ADVERTISEMENT.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, is purely BRITISH INSURANCE COMPANY.
Head Office: London.
Established in London in 1861.
W. H. TRENCHARD DAVIS,
Branch Manager and Underwriter,
Hongkong.
Hongkong, 30th August, 1905. [886

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, TO-MORROW, the 23rd September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 30th June, 1905.
The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 23rd September both days inclusive.
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 11th September, 1905. 1915

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF THE MEMBERS of the above Club will be held in the Pavilion, on TUESDAY, the 26th instant, at 5.30 P.M.
By Order of the Committee,
J. E. BINGHAM,
Secretary and Treasurer.
Hongkong, 18th September, 1905. [940

MUSIC LESSONS.

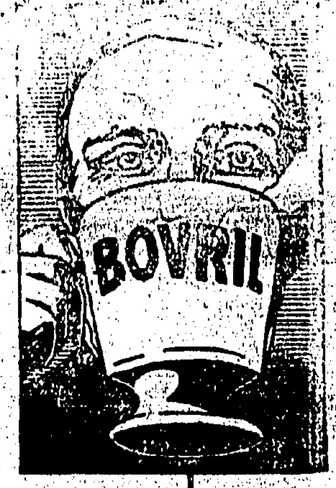
LESSONS in VIOLIN, GUITAR, MANDOLINE, and in MUSIC, by a Teacher of Experience.
For terms, apply to—
"E.,"
C/o *Hongkong Telegraph.*
Hongkong, 12th September, 1905. [932

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 18th May, 1905. [53

Intimations.



The best oil for the hinges of friendship.

:7]

"MINIMAX"
HAND
FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.
IMPORTANT POINTS FOR CONSIDERATION.
Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size.
"MINIMAX"
Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.
Hongkong, 10th May, 1905. [553

THE ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS
IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.
ALEXANDRA BUILDINGS,
HONGKONG.
Hongkong, 12th July, 1905. [208

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.
Hongkong, 7th February, 1905. [26

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE
KOWLOON HOTEL.
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager.
291

VICTORIA HOTEL,
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION,

MACAO HOTEL,
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.
WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,
PLUVIER'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 68.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. [18

Telegraphic Address: "CONNAUGHT."
CONNAUGHT HOTEL.
Telephone, No. 170.
HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lofty Rooms, Elegantly Furnished.
Hydraulic Elevator.
Hot and Cold Water Baths and Shower Baths.
Flush Water Lavatories.
Excellent Cuisine and Wines.
Under European Management.
Launch Service for Guests.
Hongkong, 16th June, 1905. [658

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " G. F. Morrison, R.N.R.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons,.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons .....Captain W. A. Valentine.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

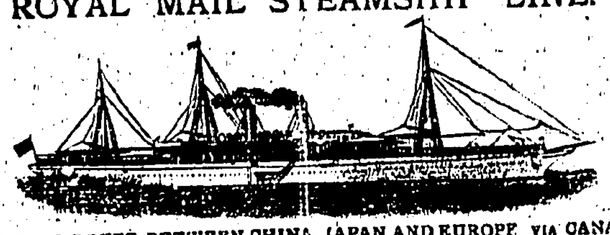
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905. [9

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPRESS OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
" "ATHENIAN"	2,440	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
" "EMPRESS OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 15th Nov.
" "TARTAR"	4,425	W. Davison, R.N.R.	WEDNESDAY, 29th Nov.
" "EMPRESS OF JAPAN"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 13th Dec.

Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent,
Hongkong, 20th September, 1905. *Corner Pedder Street and Praya, opposite Blake Pier.* [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SILESIA*, Bahle	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	8th October.	Freight and Passengers.
SUEVIA, Knaisel	HAVRE, ANTWERP and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th October.	Freight.
SLAVONIA*, Rörden	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October.	Freight and Passengers.
SEGOVIA, Schönfeldt	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st Nov.	Freight.
SENEGAMBIA, Jaburg	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	15th Nov.	Freight.
C. FERD. LAEISZ, v. Hoff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	About 29th Nov.	Freight.
VANDALIA, Haase	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	about 5th October.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings. [4

Hongkong, 22nd September, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 1,700 Recommendations which I have received from all sources.

Hongkong, 11th November, 1904. [67

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
SEYDLITZ	WEDNESDAY, 28th March.

ON WEDNESDAY, the 27th day of September, 1905, at Noon, the Steamship *ROON*, Capt. G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.
WILLEHAD	4,762	TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship *PRINZ WALDEMAR*, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMER	ABOUT
YOKOHAMA & KOBE	*PRINZ WALDEMAR**	TUESDAY, 26th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*ZIETEN*	WEDNESDAY, 27th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZESS ALICE*	WEDNESDAY, 11th October.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 22nd September, 1905. [3

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip $12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 5th July, 1905. [713

JAVA-CHINA-JAPAN LIJN

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAHI	JAPAN	First half October	JAVA PORTS	First half October
TJILATJAP	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 8th September, 1905. [14

Dentistry.

DR. M. H. CHAUN.
THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Telephone 2084. [67

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT No. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904. [44

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK
Length inside, 514 ft.; Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft.; Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 20.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 370, 506, or 681
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [76

EYES  RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUILAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.

Hongkong, 24th March, 1904. [40

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 7th March, 1905. [44

WILTSHIRE
As Supplied to HARRIS'S His Majesty The KING
BACON & HAMS
Gold Medals PARIS 1889 & 1900
Regd HARRIS CALNE WILTS Brand
HARRIS, CALNE, WILTS, England.
REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [579

THE HONGKONG STUDIO.
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
2ND FLOOR.
PORTRAITS, GROUPS AND ENLARGING and FOLDING [illegible]
[illegible]
PRICES FIXED MODERATE.
Hongkong, 1st September, 1905. [7

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.
TIME TABLE.

WEEK DAYS.

7.00 a.m. to	7.30 a.m.	Every 30 minutes.
7.30 a.m. to	8.00 a.m.	Every 10 minutes.
8.00 a.m. to	8.30 a.m.	Every 15 minutes.
8.30 a.m. to	9.30 a.m.	Every 10 minutes.
9.30 a.m. to	11.00 a.m.	Every 15 minutes.
11.30 a.m. to	12.45 p.m.	Every 15 minutes.
12.45 p.m. to	1.15 p.m.	Every 10 minutes.
1.15 p.m. to	1.45 p.m.	Every 15 minutes.
1.45 p.m. to	2.15 p.m.	Every 10 minutes.
2.15 p.m. to	3.00 p.m.	Every 15 minutes.
3.30 p.m. to	5.00 p.m.	Every 15 minutes.
5.00 p.m. to	8.00 p.m.	Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to	9.00 a.m.	Every 15 minutes.
9.00 a.m. to	9.30 a.m.	Every 30 minutes.
9.30 a.m. to	10.30 a.m.	Every 15 minutes.
10.30 a.m. to	11.00 a.m.	Every 10 minutes.
12.00 Noon to	1.00 p.m.	Every 10 minutes.
1.00 p.m. to	5.00 p.m.	Every 15 minutes.
5.00 p.m. to	6.00 p.m.	Every 10 minutes.
6.00 p.m. to	7.00 p.m.	Every 15 minutes.
7.00 p.m. to	8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 12th July, 1905 [66

THE MABIE TODD "MAB" DWARF RAZOR

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor, and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel, which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price ($3), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 20, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms apply to HOWARD & Co.

Hongkong, 24th November, 1904. [63

MEE CHEUNG
PHOTOGRAPHER,
[illegible]
[illegible]
ALL PHOTOGRAPHS [illegible]
[illegible]
[illegible]

Intimation.

WM. POWELL, LIMITED.

'ALEXANDRA BUILDINGS"

Des Vœux Road.

FURNISHING DEPARTMENT.

We stock everything necessary to a WELL-FURNISHED RESIDENCE.

A Large Variety of

BEDSTEADS

and

BEDDING.

SHEETING.

COUNTER-PANES

and

BLANKETS.

LACE, MUSLIN and TAPESTRY

CURTAINS.

NEW CARPETS

and

RUGS.

BED ROOM, DINING ROOM and DRAWING ROOM

SUITES

made to order.

Illustrated Catalogues for all kinds of

FURNITURE.

INSPECTION INVITED.

Wm. POWELL, Ld.,

HONGKONG.

Hongkong, 21st September, 1905. [18

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the FOONG TAI FIRM, of Victoria, in the Colony of Hongkong, Tea Merchants, have on the 4th day of July, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

1.—A representation of an eight pointed Star in the centre of which is a Chinese Dragon above the same are the words FUNG MEE KAM KEE and the Chinese characters for the same (逢美錦記) and below are the characters (石柄庄) meaning SHEK PING CHONG.

2.—The Chinese characters (逢泰號) meaning FOONG TAI SHOP.

in the name of the FOONG TAI FIRM, who claim to be the Proprietors thereof.

The Trade Mark 1 is intended to be used by the Applicants forthwith, in respect of the following goods:—

TEA IN CLASS 42.

Trade Mark 2 has been used by the Applicants in respect of the following goods:—

TEA IN CLASS 42.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 22nd day of July, 1905.

DENNYS & BOWLEY,
Solicitors for the Applicants.

764]

TENDERS are invited for the SUPPLY TO H.M. NAVAL YARD of the undermentioned Timber Materials for One Year from 12th October, 1905, viz.:—

TEAK, AMERICAN FIR, CAMPHOR WOOD, HARDWOODS,	BAULK, THICK-STUFF SCANTLING, PLANK AND BOARD, OREGON SPARS.

Form of Tender, and information in regard to the Conditions of Contract, &c., can be obtained on application to the Naval Store Officer, H. M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement shewing the expenditure of the different descriptions of materials during the twelve months ending 30th June last. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same.

The Tenders, which will be received till Noon on 28th instant, should be sealed and addressed to the Rear-Admiral, H. M. Naval Yard.

Hongkong, 20th September, 1905. [946

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1906, 1907, 1908.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before 2nd October, 1905, for the following REVENUE FARMS, for the year 1906, or for the three years 1906, 1907, 1908.

OPIUM FARM.
SPIRIT LICENSE FARM.
PAWNBROKING FARM.
CUSTOMS FARM (North Borneo only).
GAMBLING RESTRICTION FARM (North Borneo only).

For particulars, apply to—

GIBB, LIVINGSTON & Co.,
Agents, British North Borneo Co.,
Hongkong.

Hongkong, 22nd July, 1905. [771

GO TO

WEISMANN'S

FOR YOUR

BREAD.

THE ONLY

EUROPEAN-BAKERY

IN THE COLONY.

Hongkong, 1st September, 1905. [46

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904. [27

THE ORIENTAL HOTEL, MACAO.

THE above Hotel situated on the PRAYA GRANDE, will be opened on SATURDAY, 2nd September, under the Management of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors, the Rooms being the largest and loftiest in the Colony. The BILLIARD TABLE which has been purchased from the Hon. Wei Yuk is the best in the Far East, and is practically new.

SPIRITS and WINES of the best quality.

CUISINE—Excellent.

For Terms, &c., apply to—

MANAGER.

Macao, 28th August, 1905. [880

EXCUSES.

A provincial English proverb in a spirit of easy going tolerance expresses the opinion that "A poor excuse is better than none". It seems to suggest that one should shut one's eyes in a spirit of charity, and avoid noticing too closely the flounderings of our friends and acquaintances when they have plunged themselves in difficulties of one sort or another and it is necessary for them to find a way of escape with what credit may be possible. The French proverb "Qui s'excuse, s'accuse" is dreadfully shrewd and penetrating and seems unwilling to make any concessions to the frailties of human nature. It seems to say, we clever Frenchmen are not going to allow ourselves to be hoodwinked and made parties to a sort of lie which has the quality of half deceiving the author of it, but whose hollowness we can see at a glance. One might suppose from a comparison of the two proverbs that Englishmen are more kindly than Frenchmen, but it would be an inference on too slight grounds. The French have many gracious proverbs. Nothing could be tenderer than "Faute avouée: faute pardonnée" or more humane than "Savoir tout; c'est pardonner tout." But there is a world of difference between the obscurity and cloudy atmosphere which excuses are intended to create, in order that all the sharp outlines of a mistake, or an act of misconduct, or a neglect of duty, may be obliterated, and the complete knowledge demanded prior to pardon. It really seems as if these proverbs with their contrasted way of dealing with excuses are an illustration of the different national characteristics of the Englishman and the Frenchman. The Frenchman in his insistence on the frank confession, the full statement of the facts before pardon, is the natural logician; he must be sure of his premises and will not shrink from the inferences; the Englishman exhibits himself in the light of the person to whom compromise is natural and who does not dislike leaving things more or less open.

For an excuse to be good it must be capable of satisfying the conscience of the party putting it forward, as well as of confusing to some extent the intellect of the person to be propitiated. But there need not be two parties. More frequently there is only one, the excuser himself, though he bifurcates as it were into a duality of persons, one of whom proffers the excuse and the other hears and determines. The partiality of the court has become notorious, and it is always an open question whether the advocate or the judge is more venal. This is the court of conscience where reasons are found for our doing or not doing what we should condemn others for being in any doubt about. There we explain the circumstances which make our position peculiar to ourselves, and introduce lawful exceptions in our favour in the code of ordinary morality. We explain here why we gave way to sudden temptation which resulted in our doing something generally disapproved, and which may range from serious offences to the most petty of meannesses. It is remarkable with what ease the court accepts this kind of special pleading. The affairs of daily life in which it comes into operation are too numerous and too trivial to detail; but if we take some of the more serious breaches of law or morals, and consider the excuses offered for them, we are almost driven to the conclusion that no one ever looks on himself as having acted without substantial justification. It is a curious phenomenon of the law courts that criminals seem to regard themselves as having some kind of defence which is not capable of being put into legal form, but which at the back of their minds appears in the form of an obstinate prepossession that they are in fact innocent. There is no understanding their attitude otherwise. When it comes to a civil matter we most of us can understand this better. We could resist a claim for a debt, for instance, which we might admit was really due. But there is some element in the case arising from our relations to the adversary, or in his motives or conduct, which would make us plume ourselves immensely on circumventing his quite legal demands. There is probably no class of person, however disreputable his profession or occupation may appear to others, who does not preserve a kind of self-respect by reasons plausible to himself but whose validity no one but himself would admit. Without taking more extreme case is it not well known that many are the sharp practices and actual dishonesties which are covered over by an artificial professional feeling, or on the plea of competition in the ordinary avocations of life? A great part of legislation for the business world consists in devising checks on this disposition, and bringing it into line with the morality of those whose interests lie outside, and who therefore see the matter from a more detached standpoint.

Man has always been fertile in the invention of excuses from the naiveté of the early days when he stammered out "the woman tempted me and I did eat" down to the days of science when "heredity" and "predisposition" have become words for him to conjure with. The theologians have had a hard task in endeavouring to prove to him that, whatever refuge he may find in fate or fatalism, or predestinarianism, there is a territory in which he must accept the consequences of free will and personal responsibility. But no preacher ever preached a more mercilessly satirical sermon against this kind of excuse than Shakespeare composed in "King Lear," and like every good sermon it has an application wider than the particular kind of excuse at which it aimed. "This is the excellent foppery of the world that when we are sick in fortune (often the surfeit of our own behaviour) we make guilty of our disasters the sun, the moon and the stars; as if we were villains on necessity; fools by heavenly compulsion; knaves, thieves, and treachers by spherical predominance; drunkards, liars, and adulterers by an enforced obedience of planetary influence; and all that we are evil in, by a divine thrusting on." It must be admitted that it is extremely difficult for the normally constituted man to find a flaw in the argument of this magnificent rhetoric. We shrivel up in the blast of it. But there is after all a more amiable side to this tendency to find excuses. The mercy we show to ourselves we become more inclined to show to others. If some of our own excuses are flimsy, we become more willing to admit that there are others for whom circumstances have provided a good solid body of excuse. When we have blundered into some small social difficulty or other, and have had to save our face with excuses which come very near to lying—not having the necessary moral courage to go through with it otherwise—it needs but little imagination to suppose circumstances where moral cowardice might have led up to extricate ourselves by illegal means. The more subtle the analysis of our own motives and actions becomes, the more altruism develops, and this is the progress of civilisation. Law becomes less cruel and extenuating circumstances are taken into account. Savages know very little of the admission of excuses for crime. We speak of the excuses which are to be found in an unhealthy family history, of the pressure of society on the unfortunate who has been driven by poverty and ignorance into wrong-doing. In short we reach the state of mind which is expressed by the French proverb Savoir tout; c'est pardonner tout.—*Saturday Review.*

Notice of Firm.

INTERNATIONAL BANKING CORPORATION.

I HAVE this day handed over charge of this Branch to Mr. H. PINCKNEY.

CHARLES R. SCOTT.

Hongkong, 18th September, 1905. [941

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND South of Tai Hang Inland Lot No. 162 at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
"	Tai Hang Inland Lot No. 162	Adjoining Tai Hang Inland Lot No. 161, Tai Hang Village.	100'	100'	87'	87'	8,700	90	4,350

Hongkong, 16th September, 1905. [935

Intimations.

CIGARS.

LUTGENS, EINSTMANN & CO., IMPORTERS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT

$4.50 per hundred.

FLOR DE MONDEGO

AT

$6.00 per hundred.

Sold in

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 9th June, 1905. [176

BAY VIEW HOUSE, MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."

Macao, 7th June, 1905. [641

A SPECIAL SALE
WILL BE HELD AT THE
ITALIAN CONVENT
on behalf of the
POOR ORPHANS,
on the 25th, 26th and 27th instant,
Commencing at 2 P.M.,
of
LADIES' AND CHILDREN'S UNDERCLOTHING DRESSES, AND OTHER EMBROIDERED ARTICLES.

The Prices of every Article are marked in plain figures.

The Superioress hopes to receive and merit a large share of the public patronage, as it has been in the past.

ITALIAN CONVENT,
38, Caine Road.

Hongkong, 19th September, 1905. [944

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 23rd instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 21st September, 1905. [460

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Britannia.*

From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4.30 P.M., TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 21st September, 1905. [2

S.S. "CALEDONIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medoc*, and from Bordeaux ex s.s. *Cambrai*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 28th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th September, or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 28th September, at 3 P.M.

No Fire Insurance has been effected.

C. DE CHAMPEAUX,
Agent.

Hongkong, 21st September, 1905. [7

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE,"

Captain G. C. Cundy, having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 18th September, 1905. [943

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"
FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,
Acting General Agent.

Hongkong, 18th September, 1905. [12

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "WRAY CASTLE," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 19th September, 1905. [997

Intimations.

THE POPULAR

SCOTCH

IS

"BLACK & WHITE"

JAMES BUCHANAN & CO.,
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
HRH the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [845

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.

Moderate terms.

Orders solicite,

Hongkong, 23rd February, 1905. [62

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

WHISKIES.

SCOTCH.

Black's Fine Old Scotch ..... $8.00 Per Dozen Case.
Neil McLean, Old Scotch ..... 10.00 " "
Ronald Rennie, Green Seal ..... 12.00 " "
Glen Alva * * *... 13.00 " "
Neil McLean, Finest Liqueur..... 13.00 " "
Ronald Rennie, Perfection ..... 14.00 " "
Melrose ..... 16.00 " "
Ronald Rennie, Finest Liqueur ... 16.00 " "
Melrose * * * (12 Years Old) ..... 20.00 " "

IRISH.

Mitchell's Old, Green Label ..... $9.00 Per Doz. Case.
Mitchell's Liqueur, White Label ..... 15.00 " "

BARRETTO & Co.,
Agents.
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 20th September, 1905. [48

BIRTHS.

On 15th September, at Shanghai, the wife of GILLESPIE EDWARDS, China Navigation Co., of a son.

On 15th September, at Shanghai, the wife of Mr. H. BORNER, of a daughter.

On 16th September, at Shanghai, the wife of ARNOLD HOTSON, of a son.

On 17th September, at Shanghai, the wife of A. GOLDMAN, of a daughter.

DEATHS.

On 15th September, at Weihaiwei, FRANK BAIRD REID, a native of Glasgow, Scotland, aged 53.

On 15th August, at Shanghai, TSZE MING-SHANG, aged sixty-six years, late member of the Court of Directors of the Imperial Bank of China, etc.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 22, 1905.

OUR PUBLIC REQUIREMENTS.

It was inevitable, of course, that another legislative afternoon should, for the most part, be consumed in the discussion of the Estimates of Revenue and Expenditure for the forthcoming fiscal year. But there is always consolation for the dreariness of figures in the important announcements frequently made by H.E. the Governor, or in the interesting suggestions coming from certain Unofficial Members of the Council. Thanks to the clear and useful speeches of the Hon. Mr. Robert Shewan and the Hon. Mr. Gershom Stewart and to the lucid explanations of H.E. Sir Matthew Nathan yesterday's debate was of more than ordinary interest and affords much material for reflection. Among the salient point in the speech of the Hon. Mr. Shewan, to which His Excellency thought fit to reply, is that on the subject of education to which every paternal Government invariably devotes much thought. In his address on the re-assembling of Council a fortnight ago the President, reviewing the education vote, pointed to the proposed diminution in the expenditure under this head, from 3.95 to 2.73 per cent. of the Colony's revenue. From the Budget framer's point of view rigid economy is regarded with a high degree of favour, but it devolves upon our guardians on the legislative assembly to protect the public interests, and in drawing attention to what we may term a false economy in the retrenchment of the expenditure on education we think the hon. member for the Chamber of Commerce has earned the encomiums of every right-thinking individual in Hongkong. It is true that the public schools and colleges on the Island, and the elementary schools on the mainland, have trained a large percentage of what may be termed transient residents, but on the other hand it should not be forgotten that those very residents, the so-called subjects of China, contribute in some form or another their quota to the general revenue of the Colony. Posted as we are on the threshold of the vast Chinese Empire it has been our honour and our boast that we are in the position to set them the example of all that is good in the matter, not only of Western civilisation, but also of Western learning, and of elevating the Chinese minds by the system of education which we have inaugurated and improved in Hongkong. We are fulfilling that leavening mission which has its own reward. So utterly infinitesimal is the proportion of 2.73 per cent of our total revenue devoted to the promotion and spread of education in Hongkong that it is almost unnecessary to reiterate what we urged in a previous article some eighteen months since, when we said, "we think it will be generally admitted that, in the matter of education the Government should not be too parsimonious. In proportion to the revenue of the Colony the expenditure under this head is certainly anything but extravagant" * * and we cannot too strongly recommend liberality in respect of education in the Colony." In the home country we have an example of progression rather than retrogression in the matter of public instruction, as the following official figures will show:—In 1872 the cost per head was £1. 7. 5; in 1879, £1. 16. 10½; in 1895, £1. 19. 1½.; and in 1901, £2. 6. 8. in voluntary schools and £3. 0. 2. in board schools. This in itself should be sufficient proof that in this all-important matter retrenchment is a step in the wrong direction if any attempt is to be made at carrying out the real object of education, and of doing what is surely incumbent upon the Colony. But of this enough. We turn to another matter of no little importance brought forward by the Hon. Mr. Shewan, and refer to the breakwater, at the West end of the harbour, as planned a few years back by Mr. R. K. Leigh, of the firm of Messrs. Leigh and Orange, which with such modifications, if any, as are desirable might, in our opinion, be adopted in compliance with the urgent need of the shipping community. The present condition of affairs involves an unnecessary expenditure to the shipping firms in the desention of the harbour, by junks and smaller craft afloat, from the shipping limits to the shelter at Causeway Bay as soon as the first signal of an approaching typhoon is hoisted. Owing also to the congested condition of the small area enclosed by the Causeway Bay breakwater lives are unnecessarily sacrificed during a gale, which might otherwise be saved were a more convenient and more accessible shelter provided for the tens of thousands of our floating population who are such a necessary adjunct to the shipping interests at this port. Were a scheme to be brought up and public funds not forthcoming in the direction of the immediate carrying out of this utilitarian and, we may also add, philanthropic project, we venture the assertion with some degree of confidence that, among the unofficial and leading members of the wealthy Chinese citizens in our midst there should be found those who, by their munificence, would willingly co-operate with funds towards the completion of a public work which should really fall upon the exchequer of the Colony and whose execution will tend to preserve many useful and valuable lives, while it should relieve shipping of the lvexatious hindrances which are too often experienced during the period of storms in this harbour by the desertion of the indispensable smaller craft as a measure of safety and precaution. As to the expression of the Governor's attitude towards the removal of the Clock Tower, which at present stands in the way of traffic in one of the most congested parts of the city, we voice the opinion of a large and by no means unimportant section of the community in expressing the views of our esteemed Chinese fellow-citizens that the removal of this obstruction to a site destined for it at the base of Blake Pier will be regarded with much favour by those who contribute such a preponderating share of the revenue of the Colony. It is not often that Chinese give expression to their views on public matters, but those views when expressed are generally well weighed and worthy of consideration in the highest quarters. As such and having correctly gauged the feelings of those who are the most capable and reliable judges of public opinion amongst the Chinese in our midst, we would appeal to His Excellency in deference to the wishes of his subjects to have re-erected on the new and most suitable site the Clock Tower which at present serves no useful purpose and which, on the water front, will be a piece of architectural embellishment as well as of the utmost utility within a site now so conspicuous for the beauty and prominence of its handsome public and private buildings. Another matter which the Hon. Member for the Chamber of Commerce thought the Government might look into was that of the registration of Chinese partnerships. The question was raised as far back as 1874 when the Chinese community of the Colony presented a petition suggesting that a system of registration should be introduced. This resulted in the framing of a draft Ordinance, but various suggestions being made the matter was shelved for three years after which the Chamber of Commerce approached the Government. Nothing, however, resulted, and four years ago a Committee went thoroughly into the matter and arrived at the conclusion that as it would be impracticable to give due effect to legislation on the subject it would be inadvisable to introduce any measure. It was thought that, in consequence of the difference between English and Chinese law as to the liabilities of a partner in an insolvent firm, the Chinese would not be inclined to register their true names, and that any such registration would, therefore, tend to fraud and litigation. But as we pointed out at the time, within the past two decades the volume of business locally has increased enormously and the number of Chinese firms carrying on business now has likewise greatly augmented. The difficulty to be contended with now is in no way minimized; on the contrary, it has been accentuated to a degree that if honest traders are to be protected, the Legislature must step in and afford that assistance which firms doing a legitimate business in Hongkong expect from the Government. As we have previously suggested, if we wish to cast about for precedence, we can find it in our neighbouring French Colonial possessions where, we believe, registration is compulsory, though when looking to them we are not advocating the emulation of France in her business methods in their entirety. We might advantageously select the grain from the chaff. But whatever method of procedure may be taken to attain the end in view there can be no doubt that registration is desirable and advisable. From the first there has never been any doubt on which the wishes and convictions of the community lay, and let us hope that in the fact of H.E. suggesting the question should again be discussed by the Chamber of Commerce there is no uneasy semi-consciousness on the part of Government of having shirked legislation on so important a subject.

LOCAL AND GENERAL.

THERE is to be another International walking match in Shanghai. It is possible that pace-making will be disallowed.

ONE native officer, 49 rank and file H.K.S.B.R.G.A. arrived per s.s. *Nanyang* on the 21st instant for duty from Calcutta.

THE vacant Hongkong medical appointment is said to be going a-begging among the District Surgeons in the F.M.S.—*Malay Mail.*

THE *P. & T. Times* thinks that Hongkong certainly holds the record for collapsing balconies and for people who fall off houses and out of windows.

THE Indian teas of this season, notably those of Darjeeling, are the finest for the past ten years. Thirty per cent. of the sales in bond in London average 1s. per lb.

THE British Squadron was to have left Weihaiwei on Wednesday for a ten days' cruise to Chefoo and in the Yellow Sea, and will probably leave Weihaiwei for Japan the first week in October.

THE old hulk *Kwong Ilot*, which had been anchored off the Luneta beach for some time, dragged her anchors during the storm of Sunday night and is on the beach, high and dry, near the Elk's Club, Manila.

JIUJITSU is evidently making rapid strides at home, as the London city policemen are now adopting those methods to stop runaway horses. Nothing is said about using it to overhaul "road hogs on motor-cars."

THE *Sarawak Gazette* has an interesting article on the mosquitoes which commonly infest houses there. It appears that the jungle mosquito is the worst of the lot and that he has a proboscis half an inch long and legs an inch long.

JOHN Rae, unemployed, and George Steele, clerk, of Queen's Road Central, were charged before Mr. F. A. Hazeland this morning with being drunk and incapable in Queen's Road Central last night. Pleading guilty they were fined $2 or seven days.

THE boycott's death in Shanghai was indubitably proved in Shanghai on Friday of last week when the Standard Oil Company sold forty thousand cases of kerosene oil in open market, the first sale of the kind since the boycott began on the 20th of July last.

OWING to the stringent measures which have been adopted by the Ipoh police, the ricksha coolies have gone out on strike. It is reported that the gharries will join with the ricksha coolies in their opposition to the measures adopted by the police. The ricksha coolies in Taiping have also struck work. No rickshas are in the streets and the public are greatly inconvenienced.

MESSRS. Hughes and Hough put up for sale, in front of the City Hall last night, the well-known ponies "Black Cherry" (late "Highland Chief") and "Grey Lance," but as the highest bid on the latter did no rise above $60 this hack was withdrawn, the former falling to Mr. Gegg for $125. The newly arrived Tientsin ponies were knocked down for $15, $20, $40, and $45, respectively.

WHEN three Chinamen were placed before Mr. Orme to answer to the charge of returning from banishment, the first said he came back to get some warm clothing, the second to buy some food, as he could not get any outside the Colony, and the third said that he was only passing through to another country. Twelve months' hard labour and six hours' exposure in the stocks, and re-banishment on expiration of sentences was the Magistrate's award in each case.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batt. "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, 23rd inst.:—

March	"A Frangesa"	Costa
Overture	"Romantique"	Kéler Béla
Valse Militaire	"The Grenadiers"	Waldteufel
Selection from	"A Chinese Honeymoon"	Talbot
Idyll	"Blumengeflüster"	Blon
Characteristic Two-step	"Mumblin Moss"	Mills
Selection	"Bonnie Scotland"	Ord Hume.

God save the King.

THE *S. F. Press* remarks that Sir Matthew Nathan, by his successful institution of a Volunteer Reserve Association at Hongkong, has done much to give effect to those principles of individual responsibilities that might properly be held to devolve upon men of British nationality resident in the Colony. In Hongkong it is H.E.'s view that much remains to be done in the way of bringing home to certain individual British subjects the idea that they should not be "passengers" while others do the work. Very much the same failing prevails at Singapore, says the *Free Press*, as Major Broadrick pointed out in his remarks at the last general meeting of the S. V. Corps. He deplored a tendency in the British community to lapse from any very general desire to undertake volunteer service.

SIR Henry Arthur Blake, who is now proceeding home on a holiday from his Governorship of Ceylon, is one of the not many cadets of the Royal Irish Constabulary who have achieved marked distinction as Constables Colonial, says the *P.M.G.* The son of Peter Blake, of the R.I.C., his start in life was, no doubt, indicated. His real bent was demonstrated when they made him R.M., and then special R.M. So he went Governor to the Bahamas, and from there to Newfoundland, and from Newfoundland to be Captain-General at Jamaica, there to be twice "extended"—a quite unusual mark of public appreciation. Hongkong, presently, sent him to succeed Sir West Ridgeway in Ceylon. He once had a famous father-in-law, the Ralph Bernal who, after his marriage with Miss Osborne, the Irish baronet's only child and heir, was always familiar as Bernal-Osborne, and was one of the delights of the House, where he sat for so many constituencies that Disraeli once "really forgot which of them his boot friend just then represented." Bernal-Osborne's other daughter, achieved she-notoriety, leaves, for she married the realm's King of St. Albans.

A WINE trust is proposed to be formed among the growers of the six principal wine-producing provinces of the South of France. The initial capital is to be 300,000,000 francs (£15,000,000).

A LONDON correspondent of the *Liverpool Courier* says—I understand that next year a Japanese fleet is to visit these shores. It is certain to receive a welcome as cordial if not more so, than that which was accorded the French fleet which only set sail yesterday. Our allies have proved doughty disciples of our own. In Nelson's year they emplated with success the feats of that great Admiral. The arrangements of the visit are not yet complete. To a great extent they depend upon the course of war, or perhaps I ought to say the peace negotiations. Should the struggle still be going on the visit may be postponed, but it will follow close upon the heels of peace. Nothing would be more popular in this country than than Admiral Togo should himself command the fleet which will visit these shores. That, however, I am assured is an unlikely event. Admiral Kamimura will probably be in command.

THE following is the itinerary of the ss. *Dunera*, which is to carry out the reliefs between England and the Far East in the coming trooping season. The troopship will leave Southampton on Nov 4 with artillery and infantry drafts for Egypt, Ceylon, Straits Settlements, and Hongkong. The drafts include gunners for Singapore and Hongkong, and drafts for the Notts and Derby Regiment and the Queen's Own Royal West Kent Regiment, at the same stations, particulars of which have been already given. "The Rock" will be reached on the 9th following, Malta on the 13th, Port Said on the 17th, Colombo on the 30th, Singapore on December 7, and the outward half of the run will be finished at Victoria seven days later. From the 14th to 22nd the *Dunera* will lie at Hongkong. On the latter date she will begin the homeward run, and will call as follows for time expired men and invalids.—Singapore, Dec. 27; Colombo, Jan. 3, 1906, where she will embark No 92 Company R. G. A. for home; Port Said, 16th; Malta, 20th; Gibraltar, 24th; and on the 19th she is due to arrive in Southampton Water, on completion of a voyage of nearly 20,000 miles.

ALLEGED PERJURY.

ACCUSED COMMITTED FOR TRIAL.

The case against Li Ping Kwai, who is charged with having committed perjury in making a false declaration in the Probate Division in the goods of Li Tai Hing, deceased, was resumed before Mr. Hazeland this afternoon.

Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and Mr. J. Hanson, Chief Inspector of Detectives, watched the case on behalf of the police. Evidence was led showing that the defendant swore that the signature to the will of the late Li Tai Hing was that of the testator, signed by him in the presence of the defendant.

A clerk from the Supreme Court testified to the signing the declaration in question, and Mr. J. Dyer Ball spoke to the administering the oath to the defendant and the signing of the declaration.

The chief writer at the Registrar General's office said that in the will produced the whole of it except the characters standing for the testator's name were in one and the same hand-writing, and the character "Lin" was incorrectly written. On the executrix's declaration the characters appeared to have been written by one and the same hand, as there was the same mistake in each. In the document signed by the defendant the characters also appeared to have been written by the same hand.

Dr. Jeu Hawk, Resident Surgeon at the Tung Wa Hospital, spoke to his signing the death certificate of the deceased.

The widow of the deceased said her husband did not make a will on the 12th February. She was with him the whole day. She did not know defendant by sight.

The sergeant interpreter at the Central Police station said he read the charge and administered the usual caution to defendant who made a statement to the effect that on the 9th February he "went into the ground floor of No. 13 Albany Street and saw deceased and others there and deceased handed him a red paper will and asked him to sign it. The furniture and effects were willed to Li Tsin and her son. I saw Li Ping Kwan sign first and then I signed. After we had signed Li Tai Hing put a cross-mark on it. I did not see anyone write the will. I do not know who wrote it." Defendant repeated his statement after dub caution and was committed to take his trial at the Criminal Sessions.

ACCIDENT ON THE S.S. "SHANTUNG."

A BURST BOILER.

In-coming steamers continue to bring reports of the weather experienced through the influence of the recent typhoon, which, happily, did not visit these shores. Captain Babb, of the s.s. *Palamcotta*, from Calcutta and Rangoon, reports that from the 16th to the 18th inst., light southerly and westerly winds with fine weather prevailed after leaving Singapore. From the 19th inst., he encountered a heavy, confused sea, with squally weather and much rain. On the 20th inst., the steamer passed the s.s. *Shantung*, bound south, off Makclfield Bank. She signalled that she had her boiler burst, but no one was injured on board.

CITY HALL LIBRARY.

The repairs having [illegible] Library is now open [illegible] to 9 p.m. [illegible]

TELEGRAMS

HONGKONG TELEGRAPH SERVICE.

NAVAL ARMISTICE.

SATISFACTORILY ARRANGED BY RUSSIA AND JAPAN.

[*From Our Own Correspondent.*]

Shanghai, 22nd September, 2.20 p.m.

Admiral Shimamura, of the Japanese Navy, and Admiral Jessen, of the Russian Navy, have arranged terms of a naval armistice to the satisfaction of both belligerents.

CHINA AND JAPAN.

THE MANCHURIAN QUESTION.

CHINESE COMMISSIONERS TO INVESTIGATE.

[*From Our Own Corresp[illegible]*]

Shanghai, 22nd Sep[illegible] 2.20 p.m.

The Chinese Government is apprehensive of the demands of Japan in regard to Manchuria, and has ordered commissioners to thoroughly investigate the subject.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE GAMBLING EVIL AMONG ANGLO-INDIANS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In a column of the *Hongkong Daily Press* of the 16th instant, appeared a controversy on the above subject, a subject of absorbing interest not only to those amongst whom his Lordship the Bishop of Lahore dwells, but also to others living far away from them.

The *Asian*, in controverting his Lordship's assumption that "betting" and "gambling" are one and the same thing, and are both equally reprehensible, asserted without any cogent reasoning except a mere statement that the premises upon which it was based were false, and quoted Archbishop of York, Dr. Magee, to prove they were not the same thing.

Gambling, according to the general acceptation of the term, means playing for a stake, and "betting" does nothing short of this, and the effects obtained in both cases are practically the same; it follows, therefore, that although dissimilar in *name*, they are in point of *practice* one and the same thing.

The *Asian* further questioned the justification of his Lordship's attack on the "Sweeps" held by various Clubs for the Derby and other races, and set forth the plea in support of his contention that betting on a limited extent within the means of those indulging in it should not fall under his Lordship's criticism; but such a plea besides carrying no conviction in, in fact, beside the question, and I fear he must have lost sight of the fact that, obviously, his Lordship's remark, or as he prefers it his Lordship's attack, was directed against betting of whatever nature or kind the after-effects of which do tell hard on a great mass of people. And the charge of the looseness of logic which the *Asian* did not scruple to lay against his Lordship is unjust.

Here in our midst we have read, *ad nauseam*, of frequent cases of batches of unfortunate coolies having been arrested and convicted on charges of gambling, whilst betting under the cloak of such innocent names as "Sweeps" and what not being allowed to be carried on with impunity. But why? Will you, Sir, kindly solve this somewhat knotty question?—I am, etc.,

J. M. XAVIER.

Hongkong, 21st September, 1905.

BEATEN TO DEATH.

COOLIES CHARGED WITH MURDER.

This morning Inspector Langley charged an earth-coolie contractor and three coolies named Wong Hing, Yau Tam, Wong Hong and Lin Sin respectively, with the murder of Ah-[illegible] earth coolie employed on the new [illegible] work at Tsim Tsa Tsui. On the 21st [illegible] case was taken by Mr. G. N. Orme [illegible] facts as first published [illegible] land who transferred [illegible] yesterday afternoon [illegible] that he was [illegible] was sick. He [illegible] but the latter [illegible] of some money [illegible] ment of [illegible] demand and [illegible] beaten and [illegible] it. It is alleged that [illegible] became [illegible] on the way [illegible] occurred to the [illegible] died. Upon this [illegible] prosecution [illegible] appeared [illegible] was [illegible] case was remanded [illegible] being held [illegible]

SHIPPING [illegible]

TELEGRAMS.

[Reuter's.]

A New Russian Navy.

LONDON, 20th September.

The *Daily News* states that the Russian Government agent in London is negotiating for the construction of a whole new navy in Great Britain.

The Russian Volunteer Cruisers.

The departure of the Volunteer cruiser on the 17th, and of others bound for Vladivostock, has been deferred, pending the abrogation of the right of Japan to capture.

Norway and Sweden.

Later.

The Swedo-Norwegian conference at Karlstad continues. While the main question of the demolition of the Norwegian fortresses, and the eventual reference of certain other questions to arbitration are virtually agreed upon, other knotty points are not settled. It is believed, however, that they will be settled satisfactorily; in the meanwhile [illegible] are kept in the vicinity of the frontier.

The Insurrection in German S. W. Africa.

The Hottentot chief Witbool is evading General Trotha's sweeping movement, and has captured a convoy near Kietmanshoop. The escort was surprised and practically annihilated. One thousand cattle and 122 waggons, some laden with ammunition, and a number of rifles, were captured.

Obituary.

The death of Dr. Barnardo, the philanthropist, is announced.

HONGKONG'S ROYAL COMPANY.

THE NEW STATUE.

In our issue last evening we alluded to the statue of Queen Alexandra which is to be erected in the Colony, and now reproduce the following interesting particulars from the *P.M.G.*—

Queen Alexandra, subject for a sculptor if ever a Queen was, has, as yet, had no counterfeit presentment in a public place—unless, indeed, the Royal College of Mu ic may be considered a place within the meaning of the Act. There, some twelve years ago, was placed a statue of the then Princess of Wales, the work of Prince Victor of Hohenlohe-Langenburg, who married the Countess Laura Seymour of Gleichen, and who did not live to see this statue of the Queen in its present position.

Now it is Hongkong which has commissioned Mr. G. E. Warde to portray her Majesty in bronze, and in her Coronation robes, for the benefit of the Colony. Hongkong has already distinguished itself by this form of loyalty. It was the first Colony added to the Empire in the reign of Queen Victoria. It was taken by the then Captain Elliot on the last day of August, 1839, and it was "ceded" in the January of 1841. For a while, its artistic aspirations were satisfied with a statue of Sir Arthur Edward Kennedy, the popular Governor of 1852, who preceded Sir John Pope Hennessy.

Sir John did not get a statue; nor did any one else until Queen Victoria was set up, in bronze, under a canopy, and unveiled on the occasion of the Diamond Jubilee. King Edward's Coronation suggested the addition of the Duke of Connaught. Sir Catchick Chater, the doyen of the Executive and Legislative Council, has made himself responsible for a statute of the King, and the great firm of which Sir Robert Jardine is, or was, the head, for an effigy of the Prince of Wales. By the time Queen Alexandra's statue gets there, Hongkong will be able to contemplate a Royal company indeed.

SHIPPING JETSAM.

THE "THYRA" IN A TYPHOON.

The British steamship *Thyra*, of West Hartlepool (Captain A. Bainbridge) which brought a cargo of coal from Kuchinotsu to Singapore, met with an unpleasant experience during her journey. On her arrival in the harbour on the the 15th inst., the *S. F. Press* says the captain reported that the *Thyra* encountered a very severe typhoon when about 20 miles E. S. E. Hle Shan Island (approx), experiencing very heavy seas which broke over the boat with great fury, completely wrecking the chartroom and upper bridge and washing away the tarpaulins from the hatches, awning, awning gear and other material from off the decks—ventilators, wire rails, &c.

The severity of the typhoon is eloquently revealed by the state of the ship, which has suffered terribly. The chartroom was evidently hit by a tremendous wave which demolished everything in the vicinity.

A SAMPAN SONG.

Blow from the rice-field, blow, wind, blow;
Slow creeps the boat against the tide;
Blow the mist from the mountain top,
We shall never make Hongkong side;
Lo! how the lazy junks drift down,
Their tired crews can make no way;
Sun-God up in the brazen sky
Send good joss for the boats to-day.

Bend to the sweep, child, dip and bend;
See how our bat-wing sail bangs down,
It is an hour, young almond eyes
Since your mother left Kowloon town;
So get a match, you lazy boy,
And while the joss-sticks brightly burn,
Find me the crackers, child, and I
Will fire some good joss out astern.

Bend to the sweep, child. Hi! yah! yah!
I will sing you a sampan song;
Look you, our sail is full of wind,
Soon we'll anchor in old Hongkong;
Pull in the sweep, let her go,
See how she dips her swinging bow,
Come back astern, young almond eyes,
Come, my son, for a bowl of chow.

—*P.M.G.*

LEGISLATIVE COUNCIL.

THE GOVERNOR'S SPEECH.

WIDOWS' AND ORPHANS' PENSION FUND.

Following is a verbatim report of His Excellency's reply to the observations of the Hon. Mr. R. Shewan and Hon. Mr. Gershom Stewart on the Appropriation Bill before the Legislative Council yesterday afternoon and which we had summarised in our issue last evening:—

H.E. the Governor.—Before referring to the details of the two speeches to which we have just listened, I should like to thank the hon. member who has just spoken for his very clear exposition of what he considered to be the views of the Colony in matters of public works, of the Canton-Kowloon railway and of the development of the New Territories. No exception having been taken to that view by other members of Council, I take it as representing the opinion of the community, and, as such, it will be most valuable to me in supporting the various schemes that we had in hand and in contemplation (applause). Going now into the details of the speeches we have just heard delivered I would refer first to those points in the speech of the representative of the Chamber of Commerce and the Hon. Mr. Gershom Stewart. I will say at the outset I am not prepared at the present moment to give a full explanation of the proposal to transfer to Government the Widows' and Orphans' Pension Fund the principle of which proposal was accepted by the Governor in Council and by the directors of the fund several years ago, nor at the present time can I furnish the Council with the reasons which led them to pass the existing ordinance and several preceding ordinances which embodied many principles which will be included in the new Widows' and Orphans' Pension Fund ordinance. Before effect can be given to the financial arrangements embodied in the estimates before you with regard to the fund the Bill which will be introduced had to be passed by the Council, and ample opportunity will be given to the Council to consider and discuss its provisions. In the meantime as it is desirable to transfer the fund and that the issue of the larger pensions which the transfer will give to the widows and orphans of past contributors should take effect from the commencement of next year, it has been necessary to take into consideration, in the Estimates, the financial arrangements and I trust that hon. members will see fit to leave further discussion of the matter until the Bill is before you. It was my intention that the Bill should be before you before you are called upon to vote the small amounts in the estimates of expenditure for administering the fund, but I received a representation from certain gentlemen interested, or whose widows and orphans would be interested in the fund, and I wish to consider carefully that representation before proceeding with the measure. I may mention, however, that the Bill will contain a clause, sanctioned by the Secretary of State, exempting the contributions to the fund from the Ordinance dealing with military contribution.

THE SANITARY DEPARTMENT.

Turning now to the question of the expenditure on the Sanitary Department, with which both gentlemen who spoke dealt with in some detail, I would remind you of the old adage—

The devil was sick, the devil a monk would be
The devil was well, the devil a monk was he.

Well, the community was sick, and was virtuously prodigal with money for sanitation. The community is now well and is desirous of economising in this direction. Unofficial members anticipated that they would need to be defended against themselves and will recollect that in a letter dated 7th June, 1901, from the Chamber of Commerce addressed to the Government—on which Chamber I believe some of the gentlemen present were sitting—contained the following paragraph:—

"My Committee desire to draw attention to the folly of allowing the prejudices of officials, the fear of expense, or the dread of unofficial opposition to stand in the way of the execution of sanitary measures which are known to be necessary and which have been insisted upon time after time by experts. If any doubt be entertained as to the practicability or expedience or otherwise of such recommendations, no time should be lost in referring them to a higher authority for decision. The time has now arrived when vigorous action should be taken to secure the continuance of the progress of the Colony and to adequately protect the great commercial interests so adversely affected by these disastrous annual epidemics."

The Government has overcome or has endeavoured to overcome the prejudices of officials, it still has the fear of expense and carefully considers all the expenditure; but now it has to overcome the dread of unofficial opposition in order that those who stand in the way of carrying out the measures which are known to be necessary and which have been insisted upon time after time by experts.

Possibly you may ask who are the experts we are to consult, and the answer to that question is made perfectly clear in the preceding paragraph of the letter, which states:

"In the opinion of the Committee, the Colony possesses in the Medical Officer of Health a valuable and energetic officer, whose untiring efforts to promote the sanitation of the city merit every encouragement; whereas, his recommendations, like those of Mr. Chadwick, have been frequently ignored, shelved, or pared down when adopted."

The Medical Officer of Health, who was then eulogised by the Chamber of Commerce, and whose recommendations we were told not to ignore, shelve or pare down is the present Medical Officer of Health and President of the Sanitary Board, to whose opinion we always incline in the matter of sanitary estimates.

Then in addition to that letter, written four years ago, there was a subsequent petition, sent to the Secretary of State, which was very numerously signed, among the signatures I observe that of the present representative of the Chamber of Commerce. At the end of that petition there was the following statement:—

"The foregoing statements prove that the local Government has failed to give effect, save in a very qualified form, to the measures so frequently urged upon it by its own Medical Officers and other experts; its efforts, so far, have met with so little result, indeed, that the Colony is now suffering severely from the annually recurring visitations of plague and, in a lesser degree, of enteric fever and small-pox. The inadequacy of the measures adopted by the local Government in dealing with so grave a crisis may, we submit, be regarded as equivalent to a tacit admission on its part that it is beyond its power, of its own initiative, to undertake the gigantic task which a thorough and efficient reform of the sanitary conditions of the Colony, with the heavy expenditure and sacrifices attending it, would involve."

[Continued on page 7.]

THE DISASTER ON THE "MIKASA."

SPECULATIONS AS TO THE ORIGIN OF THE FIRE.

It appears that the battleship *Mikasa* with Admiral Togo on board, arrived at Sasebo on Sunday morning, 10th September, when half the crew were given shore leave, the *Japan Chronicle* says. Everything seems to have been perfectly quiet during the day, but shortly after midnight an alarm of fire was given, and on investigation being made it was found that smoke was coming out in dense masses from the neighbourhood of the great bridge. All the men who were on duty at this part of the ship have been killed, so that it will be very difficult to ascertain what was the actual origin of the fire. The crew were at once got to work to extinguish the flames, but all efforts were baffled, as it seems that its place of origin could not be discovered. The other ships were signalled that a fire had broken out on the flagship, and they at once sent detachments of men to assist in fighting the flames and assistance was also sent from shore. By this time the main and between decks were filled with smoke, and those who came on board naturally found it as difficult as those on board to locate the fire. The outbreak was discovered at twenty minutes past twelve, and the explosion took place at half-past one, so that the various parties of assistance would probably have been about half an hour on board before the terrible disaster occurred which blew up the ship and destroyed so many lives.

Many rumours are in circulation with regard to the origin of this fire, due, probably, to the generally excited state of the public mind at the present time. And to the fact that no news of the accident was allowed to leak out for more than twenty-four hours after it had occurred. The reticence shown by the authorities on such occasions, as we have previously remarked, rather increases than allays excitement. One cause, however, of a perfectly simple nature has been alleged as a possible explanation of the fire. As is natural with battleships of the present day, all woodwork was as far as possible eliminated in the construction of the *Mikasa*, and near the main bridge there is no substance of an inflammable character which could be readily set on fire, as it is exactly at this point that shells are aimed in the course of battle. It appears, however, that the electric wire tubes used for lighting and other purposes on board the vessel concentrate in the neighbourhood of the main bridge, and it is thought possible that the wires became fused. While this would account for the smoke, it scarcely explains how the fire came to extend in the absence of woodwork in the neighbourhood, nor how the fire came to reach the magazine, which is naturally protected in various ways against the consequences of fire breaking out on board. The explanation still leaves the matter very much of a mystery, and it will be interesting to have the report of the Committee which the Government has appointed to inquire into the disaster by which Japan has lost her most powerful vessel.

It is feared that the *Mikasa* has been seriously damaged by the explosion. Lighters are now lying alongside and the heavy guns are being removed preparatory to endeavours being made to raise her.

The following is the bulletin issued by the Naval Staff of the Imperial Headquarters:—

According to information so far received, at 12.20 a.m. on Monday (11th instant) fire broke out near the great bridge of the battleship *Mikasa*. Assistance came without loss of time from various war-ships, and other boats in the harbour and from the shore, and every effort was made to extinguish the flames, but it was impossible to find out the place where the fire originated. At 1.37 o'clock an explosion occurred in the ammunition magazine aft, and a large hole was made on the port side below the waterline. The water rapidly rushed in and at 5.30 o'clock the keel of the ship rested on the ground.

It is difficult to ascertain the origin of the fire before the ship has been refloated and the damage examined, and a committee has been appointed to inquire into the circumstances of the outbreak. The casualties caused by the explosion amount to 599 officers and men in killed and wounded. The particulars are as follows:—

Mikasa—Killed, 2 officers; missing, 5 officers, 225 men; wounded, 13 officers, 193 men.

Shikishima—Missing, 9 men; wounded, 1 officer, 32 men.

Asahi—Missing, 1 man; wounded, 14 men.

Fuji—Missing, 3 men; wounded, 1 officer, 16 men.

Kasagi—Wounded, 4 men.

Tatsuta—Missing, 1 officer, 3 men; wounded, 10 men.

Nippon-maru—Missing, 1 man, wounded, 1 officer, 10 men.

Taihoku-maru—Missing, 2 men; wounded, 6 men.

Murasame—Wounded, 2 men.

Kasumi—Wounded, 1 man.

Ryojun-maru—Wounded, 8 men.

Sasebo Harbour Office Staff—Killed, 1 petty officer, 2 boatmen; missing, 1 man; wounded, 2 officers, 8 men, 15 boatmen.

The *Mikasa* is the largest battleship of the fleet, and as the Admiral's flagship, suffered as much damage as any of the Japanese ships in the last naval battle. She is of 15,200 tons displacement and was launched at Barrow in 1900.

NEW HEMP STRIPPER.

BIG ORDER FOR HONGKONG.

Through the inventive genius of Father Mariano Atienza, member of the Franciscan order of friars, at Manila, a great revolution is promised in the stripping of hemp fibre. He has invented a mechanical device about 15 inches wide which consists only of a small roller, a toothed or serrated knife which falls upon the roller, and opens by pressure of the foot of the operator on a board, and closes on the roller by release of the foot, pressure of the knife on the roller being enforced by two 18-pound weights.

Three seconds is all that is required to transform green hemp into a perfect fibre, which, it is claimed, will command the highest price in the markets of the world. A few days ago a practical test was made, comparing the old style machine now in general use, and the machine invented by Father Atienza. For this purpose 1,250 pound of green hemp was placed in front of each machine, the old machine requiring two men to operate and Father Atienza's being operated by but one man. At the end of thirteen and one-half hours' work that day the old machine with two men turned out 17 pounds of fibre, none of it first grade. At the end of 10 hours' work the new machine with one man turned out 28 pounds of fibre, 25 per cent of which was of the first grade, averaging P4 a picul more than the old machine's output. Another feature claimed by Father Atienza for his invention is that the heart or corazon of the plant, which has been wasted by the old style machine, produces a class of hemp so fine, that its equal in grade has never before been placed on the market.

A GREAT SAVING OF LABOUR AND TIME

is also made by the new invention. It now takes from two to three days to prepare the hemp for the old machine, and two workmen can only produce 75 pounds a week, while with the new machine, with one workman, no time is required to prepare the hemp, and one man can produce 137 pounds a week, the hemp being of a finer, whiter and better grade than that stripped by the old style machine.

Father Atienza has been working and planning on hemp stripping machines for the past twenty years, and has built several models, none of which were put to practical use. Last October, he read in the newspapers that the Government desired a machine easy to operate and inexpensive. He immediately planned another machine, the result of which is this, his latest and apparently successful hemp stripping apparatus.

It is understood that Mr. Lattimer will immediately order 1,000 machines constructed in Hongkong, and, later, after a practical test throughout the islands, will order a large number from the United States.

Patents and copyrights have been applied for Father Atienza.—*Manila Times.*

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	$900 s. £90/15
National Banks	38 b.
Union Insurances...	785 b.
China Traders	77½ b.
Canton Insurances	335
Hongkong Fires	337½
China Fires	87 b.
H., C. & M. Steamboats ...	26½ b.
Indo-Chinas	93 s.
Douglases	35½ b.
China Sugars...	230 s.
Luzons	17 s.
Docks	104 s.
Kowloon Wharfs	103½ b.
Farnhams ... ... Tls.	143 b.
Hongkong Lands	$129 s.
Hongkong Hotels...	147 sa.
Humphreys	12½ sa. & b.
Ewo Cottons ... ... Tls.	53 b.
Hongkong Cottons	$14½ s.
Electrics	15½ sa.
A. S Watsons	14½ s.

Advices from Shanghai, dated 18th inst., state:—Business reported:—Shanghai & Hongkew Wharfs at Tls. 183 for September, at Tls. 186½ for October. Farnham, Boyds at Tls. 141 for September. Langkats at Tls. 210 for October, at Tls. 205 for December. Gas at Tls. 123½. Telephones at Tls. 58.

Business done direct:—Wharfs at Tls. 183 for September, at Tls. 188 for December, Indo-Chinas at Tls. 66½ for September. Farnham, Boyds at Tls. 141 for September, at Tls. 145 for December. Langkats at Tls. 200/202½/210 for October, at Tls. 202½/205/215 for December.

SHANGHAI SHARE REPORT.

The following resumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s share report published on the 14th September:—

The effect of the recent typhoon is making itself felt in our markets, especially among the native dealers who all try to take their losses philosophically, but are steadily curtailing speculations and bankers are restricting financial conveniences. Yesterday and to-day are holidays, held to celebrate the Mid-Autumn festival, and this, added to the general dullness, prevents any chance of business and we have but little to record in stocks. Demand on London before the Banks closed was quoted at 2/8 5/16. The 3 days' sight has risen in Hongkong to 72⅞ which stops business for the time. Consol £90 1/16.

Wharves.—Shanghai and Hongkew Wharf Co. shares have been placed at Tls. 185 to Tls. 186 for cash and clearing day. The agitation got up among the merchants, which resulted in a meeting of the Chamber of Commerce, to take legal advice on the subject of the Wharf's liability for losses on goods stored in their Godowns, fizzled out when it was known that the Committee would not support the motion; but this movement affected the marketable price of shares and cautious buyers are even now holding aloof although rates may improve at any moment. For October Tls. 188 has been done, November at Tls. 190, and December at Tls. 190, 191. Tls. 192, 193, the latter prices being a true indicator of the expected advance.

Shipping.—For cash Indo-Chinas have changed hands at Tls. 67½. By speculators rates have been lowered and two lots of shares have been sold at Tls. 67 for the end of this month and October, but no more rates there are ready buyers. London [illegible] 10 [illegible]

Docks.—In Farnham Boyd & Co. business has been done at Tls. 140, Tls. 138, Tls. 139½, 139 cash and the end of the month. December shares are quoted Tls. 144.

Lands.—Shanghai has not been dealt in.

Cotton.—A steady demand exists for all shares at present rates. Laou-Kung-Mows have been sold at Tls. 59 cash and Tls. 61 1/6 December. Ewos at Tls. 52½. Internationals and Soey-Cheas are inquired for.

Sugars.—Peraks are quiet. Chinas are steady at $232½.

Mining.—Chinese Engineering and Mining Co. shares have changed ownership at Tls 7½.

Tobaccos.—Sumatras have not received any attention. In Langkats cash shares have been booked at Tls. 180½. For September sales at Tls. 175, Tls. 180, 177 are announced. October shares have changed hands at Tls. 175, and Tls. 182½. For December transactions are recorded from Tls. 180 to Tls. 187½. A speculative burst is responsible for the rise.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. ...	1 1½
Do. demand ...	1 5/
Do. 4 months' sight ...	1 9.16
France—Bank T.T. ...	2.43½
America—Bank T.T. ...	47
Germany—Bank T.T. ...	1.98
India T.T. ...	144½
Do. demand ...	145
Shanghai—Bank T.T. ...	71½
Singapore T.T. ...	9 % prem.
Japan—Bank T.T. ...	95
Java—Bank T.T. ...	116½

Buying.

4 months' sight L/C. ...	1/11 11/16
6 months' sight L/C. ...	1/11 13/16
30 days' sight San Francisco & New York	47½
4 months' sight do.	48½
30 days' sight Sydney and Melbourne	1/11 15/16
4 months' sight France ...	2.48½
4 months' sight " ...	50
4 months' sight Germany ...	2 03
Bar Silver ...	28 9/16
Bank of England rate ...	3 %
Sovereign ...	10.32

OPIUM QUOTATIONS.

To-day's quotations are [illegible]

		Per picul
Malwa New ...	@	1,105/1,120
" Old ...	@	1,190/1,200
" Older ...	@	1,240/1,270
" Oldest ...	@	1,310/1,350
Patna New ...	@	1,000
" Old ...	@	1,037½
Benares New ...		980
" Old ...	@	1,007½

[illegible]

To-day's Advertisements.

HONGKONG HOTEL.

—MENU.—

SATURDAY, SEPTEMBER 23RD, 1905.

— DINNER.

HORS D'OEUVRES.
Caviare and Egg Canapes.

SOUP.
Consomme Celestine.

FISH.
Fish a la Menieur.

ENTREES.
Jugged Hare and Red Currant Jelly.
Fillet of Steak and Mushroom.
Patties a la Toulouse.

CURRY.
Kabob Curry.

JOINTS, &C.
Roast Australian Lamb and Mint Sauce.
Roast Capon and Bread Sauce.
Boiled York Ham and Champagne Sauce.
Cold Corned Ox Tongue and Plain Salad.

SWEETS.
Tapioca and Apple Pudding.
Strawberry Ice Cream and Sand Cake.
Apricot Tart. Tipsy Cake.

DESSERT.
Coffee. Fruit. [953

IN THE MATTER OF THE TEBRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th September, the LIQUIDATORS are prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths Cents per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the Undersigned, Alexandra Buildings, Des Vœux Road, Hongkong.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 21nd September, 1905. [955

NOTICE.

THE Authority given to Mr. WILHELM DOMNICH in CANTON to sign our firm per procuration, has this day been withdrawn.

REUTER, BRÖCKELMANN & Co.

Hongkong, 22nd September, 1905. [954

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH,"

Captain Ross, will be despatched for the above Ports, on THURSDAY, the 28th September.

For Freight and further information, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 22nd September, 1905. 951

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., TO-DAY, the 22nd instant, will be landed at Consignees' risk and expense.

This vessel brings on cargo ex *Zihangkia* and *Zamania* from Madras and Pondicherry.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 22nd September, 1905. [illegible]

Intimations.

SPECIAL SALE
AT
ROBINSON'S
OF
PIANOS, PIANOLAS,
MUSIC AND MUSICAL INSTRUMENTS
OF ALL KINDS
PREVIOUS TO REMOVAL.

The following Pianos are thoroughly sound and reliable, and are

GUARANTEED
FOR THE CLIMATE.

Intending buyers should not miss this most favourable opportunity of securing one of these Great Bargains.

UPRIGHT PIANOS

Maker.	Sale Price.	Former Price.
Lunan ...	$150	$475
Cabin Piano ...	180	250
Hopkinson ...	290	480
Pleyel ...	295	525
Own Make (R. P. Co.)...	300	450
Schiedmayer ...	320	500
Kirkman ...	325	480
Stuart ...	335	450
Rosencranz ...	350	500
Own Make (Over Strung)	385	500
Broadwood ...	400	600
Spaethe ...	400	500
Collard ...	500	700
Haake ...	525	600
Rachals ...	575	750
Krauss ...	585	650
Hopkinson ...	600	750
Winklemann ...	675	750
Steinveg ...	700	858

GRAND (Small & Large) PIANOS.

Collard...	$300	formerly	$850
Broadwood...	390	"	700
Collard (as New)...	690	"	750

Hongkong, 26th August, 1905 [526

Trade Mark

TELEPHONE No. 135.

THE FAVOURITE BRANDY OF THE FRENCH IS

MARTELL'S

* ...$25.00 per Case of one Dozen
* * * ... 28.00 " " "
V.S.O.P. ... 49.00 " " "
V.V.S.O.P. ... 90.00 " " "

Even their cheapest quality is recommended by the Medical Faculty for Invalids and delicate people.

BUY THE GENUINE

"TANSAN"

BOTTLED BY

THE

CLIFFORD-WILKINSON TANSAN

MINERAL WATER CO., LD.

KOBE—JAPAN.

Per Case of 48 Half-bottles ...	$6.50
Per Dozen " ...	1.70
Per Case of 100 Quarter " ...	8.00
Per Dozen Quarter Bottles ...	1.10

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD.

[illegible]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"TYDEUS"	28th September.
GLASGOW and LIVERPOOL	"CHINGWO"	28th "
GLASGOW and LIVERPOOL	"KINTUCK"	5th October.

HOMEWARD.

For	Steamers	To Sail
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th September.
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
*GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamers	To Sail
VICTORIA, VANCOUVER, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *via* NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	1st October.
	"PING SUEY"	1st November.

WESTWARD.

From	Steamer	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st September, 1905. [1

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail.
AMOY, MANILA, CEBU and ILOILO	"KAIFONG" *	23rd September.
SHANGHAI	"YOCHOW" †	25th "
YOKOHAMA and KOBE	"CHINGTU"	25th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA" *‡	25th "
MANILA	"TAMING" *	26th "
SWATOW, CHEFOO and TIENTSIN	"CHIHLI"	26th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd September, 1905. [6

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 23rd Sept., at 4 P.M.
RUBI	2540	A. H. Notley	"	SATURDAY, 30th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd September, 1905. [5

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ALSTON"	20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 18th September, 1905. [11

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellams Duplicator.

Hongkong, 23rd February, 1905. [64

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 50 cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged $3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 13th June, 1905. [14

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	T. R. MEAD.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals ...$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905. [17

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"
1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she will make an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line, and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton		$3.00
Second " " " "		1.50
First class single journey	to Macao	1.00
	with Cabin	2.00
" " return "	to Macao	2.00
	with Cabin	3.00
Second " single "		80 Cents.
" return "		$1.50
Third " single "		30 "
" return "		50 "

Breakfast, Tiffin or Dinner $1 each only. Wines and Spirits of the best brands are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. *Perseverance*.

For further information, apply to the Office of

YUK ON S. S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 23rd August, 1905 [523

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"SATSUMA"	3rd October, 1905.
"SIKH"	26th October, "
"WRAY CASTLE"	...to follow.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 20th September, 1905

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	*LOONGSANG**	SATURDAY, 23rd Sept., Noon.
SHANGHAI VIA SWATOW	*HANGSANG*†	SUNDAY, 24th Sept., Daylight.
S'GAPORE, PENANG & CALCUTTA	*NAMSANG**	TUESDAY, 26th Sept., Noon.
TIENTSIN VIA SWATOW & CHEFOO	*ESANG*	TUESDAY, 26th Sept., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd September, 1905. [460

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagemann	September 26th, 1905.
"ARABIA"	4,483	Metzenthin	November 7th, "
"ARAGONIA"	5,198	Ernst	—

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

12] S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENGLOE,"

Captain Bee, will be despatched as above, on or about 26th September.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th September, 1905. [928

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the above Ports, on WEDNESDAY, the 4th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th September, 1905. [925

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"

Captain Babb, will be despatched as above, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 18th September, 1905. [939

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—

CHURCHILL, American 4-masted schooner, Captain Huffman.—Master.

For Sale.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.,

Hongkong, 10th January, 1903. [57

HONGKONG AVERAGE MARKET PRICES.

Corrected 15th September, 100 cts. per $ Mex.

BUTCHER MEAT.

		Cents.
Beef sirloin & prime cut—Mei Lung Pa	℔	20
" Corned—Ham Ngau Yuk	"	20
" Roast—Shiu " "	"	20
" Breast—Ngau Lam	"	15
" Soup, Tong Yuk	"	18
" Steak—Ngau Yuk Pa	"	20
" " Serjoin—Ngau Lau	"	30
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	10
" Tongue fresh—Ngau Li	each	50
" " corned—Ham Ngau Li	"	60
" Head—Ngau Tau	"	60
" Heart—Ngau Sum	"	12
" Hump, Salt—Ngau Kin	"	20
" Feet—Ngau Kerk	each	8
" Kidneys—Ngau Yiu	"	11
Tail—Ngau Mei	"	18
" Liver—Ngau Con	℔	12
" Tripe (undressed)—Ngau To	"	6
Calves' Head and Feet—Ngau-chai-tau-keok	set	80
Mutton Chop—Yeung Pai Kwat	℔	25
" Leg—Yeung Pei	"	24
" Shoulder—Yeung Shau	"	22
Pigs' Chitlings—Chi cheong	"	22
" Brains—Chi Know	per set	2
" Feet—Chi Kerk	"	12
" Fry—Chi Chak	"	12
" Head—Chi Tau	"	16
" Heart—Chi Sum	each	9
" Kidneys—Chi Yiu	pair	8
" Liver—Chi Kon	℔	22
Pork, Chop—Chi Pai Kwat	"	20
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	20
" Fat or Lard—Chu Yau	"	15
Sheeps' Head and Feet—Yeung Tau Keok	set	55
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	℔	24
Sucking Pigs, To Order—Chu Chai	"	16
Suet, Beef—Sang Ngau Yau	"	16
" Mutton—Sang Yeung Yau	"	22
Veal—Ngau Chai Yuk	"	18
" Sausages—Ngau Chai Yuk Tong	"	15

POULTRY.

Chicken—Kai Chai	℔	27
Capons, Large, Small—Sin Kai	"	32
Ducks—Ap	"	19
Doves—Pan Kau	each	—
Eggs, Hen—Kai Tan	per doz.	18
Fowls, Canton—Kai	℔	32
" Hainan—Hoi Nam Kai	"	26
Geese—Ngo	"	19
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	—
Musk Deer—Wong Keng	each $	—
Hare—Tu Chai	"	—
Partridge—Che Khoo	"	—
Pheasant—Shan Kai	pair	—
Pigeons, Canton—Pak Kup	each	28
" Hoihow—Hoihow Pak Kup	"	24
Quail—Um-Chun	"	—
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	24
Turkeys, Cock—Fo Kai Kung	"	60
" Hen— " " Na	"	45
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	each	—
Wild Ducks Canton—Sang Shing Sui Ap	per pair	—

FISH.

Barbel—Ko Yu	℔	14
Bream—Big Yu	"	15
Canton Fresh Water Fish—Hoi Sin Yu	"	14
Carp—Li Yu	"	15
Catfish—Chik Yu	"	11
Codfish—Mun-Yu	"	15
Crabs—Hai	"	15
Cuttle Fish—Muk Yu	"	15
Dab—Sa Mang Yu	"	15
Dace—Wong Mei Lun	"	11
Dog Fish—Tit Tu Sa	"	8
Eels, Congor—Hai Man Yu	"	15
" Fresh water—Tam Sui Yu	"	28
" Yellow—Wong Siu	"	32
Frogs—Tien Kai	"	32
Garoupa—Sek Pan	"	60
Gudgeon—Pak Kup Yu	"	14
Herrings—Tso Pak	"	18
Halibut—Cheung Kwan Yu	"	24
Labrus—Wong Fa Yu	"	20
Loach—Wu Yu	"	28
Lobsters—Lung Ha	"	32
Mackerel—Chi Yu	"	—
Monk Fish—Mon Yu	"	20
Mullet—Chai Yu	"	20
Oysters—Sang Hoo	"	24
Parrotfish—Kai Kung Yu	"	20
Perch—Tau Loo	"	16
Pike—Fa Paw Poong	"	8
Plaice—Pan Yu	"	18
Pomfret, Black—Hak Chong	℔	32
Pomfret, White—Pak Chong	"	28
Prawns—Ming Ha	"	48
Ray—Pai Pa Sa	"	9
Rock Fish—Sek Kau Kung	"	16
Roach—Chum Yu	"	28
Salmon, (Oton), fresh water—Ma Yau Yu	"	32
Shark—Sa Yu	"	10
Skate—Po Yu	"	9
Shrimps—Ha	"	24
Snapper—Lap Yu	"	28
Soles—Tat Sa Yu	"	35
Tench—Wan Yu	"	13
Turbot—Cho How Yu	"	20
Turtles, small, fresh water—Keok Yu	"	55
White Bait—Ngan Yu Chai	"	—

FRUITS.

Almond—Hung Yan	℔	20
Apples, (California)—Kam San Ping Ko	"	20
" (Chefoo)—Tin Chun Ping Ko	"	15
" Small—Hoi Tong	"	10
" Custard—Fan Lai Chi	each	8
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	℔	6
" (brides), Macao—San Heung	℔	6
Chestnuts, Chinese—Foong Lut	"	23
Carambola—Yeung Tou	"	20
Cocoanuts—Yeh Tsz	each	—
Grapes—Sin Tai Tsz	℔	—
Lemons, China—Ning Moong	"	16
" Amer.—Kum San Ning Moong	"	5
Lichees, Dried—Lai Chi Con	"	25
" Fresh, Lai Chi	"	—
Limes, (Saigon)—Sai Kung Ning Moong	each	6
Mango, Manila—Lui Sung Mong	"	—
Mango, Saigon—Sai Kung Moong	"	—
Mangosteens, San Chuk Tsz	doz.	—
Oranges, (Canton)—Sang Sheng Tim Chang	"	—
" Small—Tai Kut	catty	—
" Mandarin—Tim Kut	"	—
Olives—Pak Lam	℔	8
Pears, (American)—Kam San Shui Li	"	10
" (Canton), Cooking—Sa Li	"	15
" (Shanghai)—Sheung Hoi Li	"	8
Peanuts,—Fa Sang	"	10
Persimmons Large,—Hung Chie	"	8
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	12
" 2nd cocking—Chung-tang Paw-law	"	—
Platams—Tai Chen	"	2
Plums, Swatow—Hung Lai	"	10
Pumolo, Siam—Chim Lo Yau	"	10
Walnuts, Hop Tou	"	14
" Green—Sang Hop Tuo	"	8

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	℔	—
Beans, (French) Macao—Oh Moon Pin Tau	"	—
Beans, (French), Shanghai—Sheung Hoi Pin Tau	"	—
Beans, Sprout—Ah Choi	"	3
Beans Long—Tau Kok	"	6
Beet Root—Hung Choi Tau	each	1
Brinjals, Green—Cheng Yuen Ker	"	4
Brinjals, Red—Hung Ker	"	3
Brassica—Pak Choi	"	4
Bamboo Shoots—Chook Shun	"	6
Cabbage, Chinese, com.—Kai Choy	"	7
Cabbage Root—Kai Lan Tau	each	2
Cabbage, (Shanghai)—Yeh Choi	"	—
Cane Shoots, bunch—Kau Shun	"	—
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa	"	—
Carrots—Kam Shun	"	16
Celery, Chinese—Tong Kan Choy	"	15
Celery, English—Yeung Kan Choi	"	—
Celery, White—Pak Yeung Kan Choi	"	—
Chillies Dried—Con Lat Chiu	"	—
" Red—Hung Fa	"	7
" Green—Cheng Lat Chiu	"	4
Curry Stuff, English—Ka Lee Choi Liu	"	5
Cucumbers—Cheng Kwa	"	3
Bitter Squash—Fu Kwa	"	4
Garlic—Suen Tau	"	8
Ginger, young—Sun Tsz Keung	"	5
" old—Lo Keung	"	4
Horse Radish, Shanghai—Lik Kan	"	10
Indian Corn—Suk Mai	piece	—
Lettuce—Yeung Sang Choi	each	1
Water Chesnuts—Ma Tai	"	4
" Mandarin—Kwai Lum Ma Tai	"	8
Mushrooms Fresh—Sang Chu Kho	"	—
Onions, Bombay—Yeung Chung Tau	"	3
" Green—Sang Chung	"	3
" Shai—Sheung Hoi Chung Tau	"	3
" Japan—Yat Poon	"	—
Okroes—Mo Ker	"	—
Parsley, English—Yeung Un Sai	"	3
Gradus Pea	"	7
Green Peas—Cheng Tau	"	—
Potatoes, Sweet—Fan Shu	"	3
" Shanghai—Sheung Hoi Shu Tsai	"	3
" Japan—Yat Poon Shu Tsai	"	—
" American—Fa Ki	"	—
" Foochow—Fuk Chau Shu Tsai	"	—
" Macao—Oh Moon	"	—
Pumpkin—Toong Kwa	"	2
Radish—Hung Lo Pak Tsai	dozen	4
Rhubarb	"	—
Shalots—Con Chung Tau	"	12
Spinage (Chinese)—Po Choi	"	—
Spinach—Yin Choi	"	3
Tomatoes—Fan Ker	"	8
Taros—Wu Tau	"	4
Turnips, Pearl (Long)—Low Pak	"	4
" English—Yeung Low Pak	"	—
Vegetable Marrow—Chit Kwa	"	4
Water Cresses—Sai Yeung Choi	"	10
Caltrops—Lin Koy	"	—
Lily Roots—Lin Ngau	"	8
Yams—Tai Shu	"	—

LEGISLATIVE COUNCIL.

[Continued from page 5.]

In answer to that petition the Secretary of State, as you are aware, sent out experts from England, Mr. Chadwick and Dr. Simpson, who prepared long and careful reports. These reports have been acted upon nearly in their entirety by the Government. The Public Health Ordinance of 1903 was introduced exactly on the lines recommended by Mr. Chadwick. Since this agitation,—and a proper agitation it was too—it may interest you if I tell you what the mortality statistics have been. In the year 1900—the year before the Chamber of Commerce wrote—the total death rate per thousand of the population in the Colony was 25.78; in 1901, 23.55; in 1902, 21.70; in 1903, 18.19; in 1904, 16.94. That is the total death per 1,000 of British, foreigners, and Chinese. The Public Health Ordinance, to which I have referred, was passed on the 23rd February, 1903. In that year the deaths from plague numbered 1,251, in 1904 they numbered 495, and this year, at the end of the plague season, the number is 274. I do not go so far as to claim that these improvements are due to the measures taken by the Government but I do claim that they cannot be cited by honourable members to show that those measures have been ineffectual or that the expenditure is not wasted and though large amounts appear in the estimates those are not spent unless the necessity arises. Last year there was a saving of about $80,000 speaking from memory, on the sanitary vote on plague and I hope there will this year be a surplus on the plague estimate to meet excess in other direction. Last year I discussed with the President of the Sanitary Board the desirability of making a reduction, not in expenditure but in amount voted, and he preferred to leave it standing for another year. There is, as I pointed out before, altogether a saving of over $12,000 on the Estimates. There is a decrease in the sanitary vote of $5,839; that has been transferred to that vote from another $3,900, while, with the $2,688 provided for expenses on markets for which there would be equivalent receipts, gave a total of saving of $12,427. I hope the saving in actual expenditure will be a good deal more than the saving on the Estimates, and, if so, we shall be still able to decrease further the expenditure next year.

TYTAM RESERVOIR.

Now, the third matter referred to in the two speeches was what the Hon. Mr. Stewart referred to as a cessation of work on the reservoir at Tytam. It was a slip, probably, because the work has never been commenced. Work is now in hand at Tytam-tuk. No 1 section which we will complete next year. The second section we will commence as soon as we can. The designs, etc, have not been made out for it, but they are in hand, and by the time they are ready it will be time to consider the Estimates for next year. I do not think any time is lost by not including any amount in the Estimates for 1906. We might have included a nominal amount but it was hardly worth while. There is no intention of the Government to shelve the project.

With regard to the water supply at the Peak the hon. Mr. Stewart asked questions to which the Hon. Director of Public Works will no doubt reply.

APPROACHES TO THE COLONY.

I concur with the hon. member that the approaches to the colony are not what they ought to be, but I am inclined to look upon the replacing of those matsheds as not so necessary as other work that is provided for in the estimates. With regard to the removal of the Clock Tower which was also referred to by the hon. member representing the Chamber of Commerce on the estimates for last year, I am not certain if there is any real public desire that the clock tower, erected by the community as a monument, should be removed. It is stated to be an impediment to traffic, but I am not certain that it is any real impediment. If I were satisfied there was any real desire to have the old monument removed I should be quite prepared to take steps to that effect. The hon. member representing the Chamber of Commerce referred to the urinals on the Praya. I went into the question some months ago with the Director of Public Works, and I should like to have them placed underground, as they are in London, but we came to the conclusion that they could not be sufficiently drained if they were sunk.

Hon. Mr. Shewan—Could they not be placed in more convenient positions?

His Excellency—They are put where the majority of people are who use them. There is the difficulty about this question that wherever they are placed someone is certain to object to the smells that arise from them.

EDUCATION.

The Hon. Member representing the Chamber of Commerce referred to the small vote for education. It is certainly not a large vote. As I mentioned when addressing the Council a fortnight ago, education is one of the most difficult subjects with which we have to deal in this Colony. Even if we had to spend a much larger sum it is difficult to say how it should be spent. I am considering the subject and possibly may arrive at a solution. It has to be borne in mind we are not educating our own people, but we are educating a fluctuating population mostly subjects of China.

CHINESE COINAGE.

With regard to the prevention of Chinese coinage coming into the colony that was a point dealt with last year and it will be very interesting to have a definite statement from the Chamber which the Hon. Member represents in the matter. Also it will be interesting to the Government to have a definite statement from the Chamber of Commerce on the matter of the registration of Chinese partnerships. The Hon. Mr. Gershom Stewart has correctly interpreted my views on the charity question so that it is unnecessary for me to deal with the matter further. As to stopping the invasion of this colony by destitute Europeans, a Bill was passed during our last session which it is hoped will tend to have the desired effect. No proposal was made at the time of the passage of the Bill to make it more drastic than it is. With regard to public works I see there is one point I have not dealt with, that of a definite scheme of roads and boulevards in the New Territory and Kowloon. I may say that such a definite scheme as the Hon. Mr. Shewan referred to exists.

Hon. Mr. Shewan—Is it published?

His Excellency—It may be possible, but it is not desirable to publish it. If the hon. member will favour me with a visit to my office I will show it to him.

Hon. Mr. Shewan—I think I saw one, Sir. One road was on it.

His Excellency—I think that is not the case. The Hon. Member representing the Chamber of Commerce referred to the difficulty in the matter of the price charged by the Government for land.

Hon. Mr. Shewan—For new industries.

His Excellency—For new industries. The general principle with regard to the price the Government charged for land is the market value. That is what will be paid for it. If the Government did not sell the land for what it would bring the profit will not go to the general community, but to the individual who purchased it at less and who sold it at market value. I think these are all the points brought out by the Hon. Members to which it is necessary for me to reply.

Hon. Mr. Shewan—May I be allowed to make one explanation. The instance of stimulating industry to which I referred did not occur under the rule of my hon. friend opposite, Mr. Chatham.

The Bill was then referred to the Finance Committee.

When the measure was before the Finance Committee on the Treasury vote,

The Hon. Mr. Shewan moved that the sum of $3,000 in connection with the Widows and Orphans Fund be deleted. That item ought to be left out until the provision of the Widows and Orphans Fund had been passed.

The Attorney General—You need not press that, because if the proposed Bill is not passed by this Council the vote falls.

The Colonial Secretary.—It does not follow the money will be spent.

Hon. Mr. Shewan—No, but we might be told afterwards that we had passed it.

The motion was put and the Chairman declared that the "ayes" had it.

Hon. Mr. Shewan challenged a division.

Seven voted against the amendment and six in its favour.

The original motion was then carried.

THE WATER SUPPLY.

When the item "Public Works Extraordinary—$5,717,276" came to be considered,

The Director of Public Works said: I think before you put that motion I answer the hon. Mr. Stewart's questions. My reply to the first question, as to how long during each of the last five years has the whole Colony had a constant water supply, is:—During the year 1899 the supply of water was constant for 313 days; during 1900, 352 days; 1901, 365 days; 1902, 160 days; 1903, 228 days; 1904, 180 days. My reply to the second question as to what progress has been made with the rider main system and what saving is estimated will ensue, is:—The rider mains have been laid over an area of about half of the entire district intended to be served by them, and I anticipate a saving in the water supply of about 100,000,000 gallons, say, should result. To the next question, regarding what amount of water is estimated to carry on the new system of flushing sewers and if it will be all fresh water, my reply is:—The water for this purpose will be drawn from streams which are flowing down the hill sides, and which the hon. member says he saw flowing to waste. It is not possible to say what quantity will be used. The tanks will be filled and discharged according to the state of the tide, and it is intended to use all fresh water for the purpose.

The Bill passed the Committee without amendment.

Shipping.

Arrivals.

Katherine Park, Br. s.s., 8,075, W. H. Copp, 21st Sept.,—Durban 21st Aug., Gen.—G., L., & Co.

Yochow, Br. s.s., 1,?06, J. H. Brown, 21st Sept.,—Canton 21st Sept., Gen.—B. & S.

Dagny, Nor. s.s., 883, O. Abrahamsen, 21st Sept.,—Canton 21st Sept., Gen.—Aagaard, Thoresen & Co.

Hangsang, Br. s.s., 1,356, Wilde, 21st Sept.,—Canton 21st Sept., Gen.—J., M. & Co.

Taming, Br. s.s., 1,350, Outerbridge, 22nd Sept.,—Manila 19th Sept., Gen.—B. & S.

Palamcotta, Br. s.s., 2,207, T. P. Babb, 22nd Sept.,—Rangoon via Penang and Singapore 8th Sept., Gen.—J., M. & Co.

Fooshing, Br. s.s., 1,423, T. Arthur, 22nd Sept.,—Java 12th Sept., Sugar.—J., M. & Co.

Daijin Maru, Jap. s.s., 900, H. Ohta, 22nd Sept.,—Tamsui via Amoy and Swatow 17th Sept., Gen.—O. S. K

Chihli, Br. s.s., 1,142, G. Hooker, 22nd Sept.,—Tientsin via Chefoo and Swatow 21st Sept., Gen.—B. & S.

Hailan, Fr. s.s., 377, I. Andersen, 22nd Sept.,—Hoihow 19th Sept., Gen.—A. R. M.

Clearances at the Harbour Office.

Triumph, for Swatow.
Kwanglee, for Shanghai.
Chiyuen, for Canton.
Johanne, for Swatow.
Simla, for Singapore.
Nanshan, for Swatow.
Helene, for Swatow.
Hongwan I, for Amoy.
Haimun, for Swatow.
Hoiching, for Kwong-chow-wan.
Oscar II., for Samarang.
Holstein, for Saigon.
Chihli, for Canton.

Departures.

Sept. 22.

Chusan, for Shanghai.
Caledonien, for Shanghai.
Haimun, for Swatow.
Promise, for Swatow.
Bullmouth, for Balikpapan.
Dardanus, for Shanghai.
Oscar II., for Samarang.
Helene, for Swatow.
Hongwan I, for Amoy.
Dagny, for Chefoo.
Germania, for Port Valut.
Nanshan, for Swatow.
Lkiyuen, for Canton.
Kwanglee, for Shanghai.

Passengers arrived.

Per *Katherine Park*, from Durban—374 Chinese.

Per *Taming*, from Manila—Mrs Harvey, Mrs. Currie, Misses Kilcher, Riordan, Mr. and Mrs. Gracey and infant, Mr. and Mrs. Highett, Messrs. Kelcher, Dawson, Whiting, and Rev. P. G. Graham, and 72 Chinese.

Per *Simla*, from Shanghai for London—Mr. and Mrs. Vale and 2 children, Messrs. Priffiths, J. A. Knox, P. Agnew and R. Montgomery. For Hongkong—Miss V. Chalmers, Messrs. Ackert, Noyes, R. Thomas, S. Fish and native servant, A. St. John and 5 natives, Young Youen Tong and native servant, J. Mead, and Bishop Menicatti. From Kobe for Singapore—Mr. Hassune. From Yokohama for Bombay—Mr. Bhesania and native servant. For London—Mr. Vlasto.

Per *Chusan*, for Hongkong from Bombay—Mr. Cunnubal Murlan. From Colombo—Mr. H. D. Belgrave. From London—Mrs. G. E. French. From Penang—Mr. Cheong Hong Wan. From Singapore—Mr. D. D. Mackie, 6 Petty Officers, Gunner Geo. Salmon, Boatswain S. Mallett, Lieuts. Edwin Carter and W. S. Westrook, Messrs. E. R. Graham, Beilby, Gutierrez, Hallam, and Stampers, and 4 Chinese. For Yokohama from London—Messrs. S. Wilson and W. Moxon. For Shanghai from Bombay—Mr. Mores's servant. From London—Misses Pitty, Wilkerson, Messrs. J. Saunders, S. W. Riches and Eachs. From Marseilles—Messrs. F. W. Poste and C. B. Kaye. From Brindisi—Messrs. J. L. Smith and E. H. Collayshaw.

Per *Palamcotta*, from Singapore—412 Chinese.

Per *Chihli*, from Tientsin, &c.—Master A. Strangman.

Passengers departed.

Per *Willehad*, for Sydney—Messrs. A. Stadtland and F. H. Wagner. For Matupi—8 Chinese. For Fredr. Wilh. Hafen—Messrs. N. C. Thornewall and Paul Ludwig.

Per *Caledonien*, for Shanghai—Sisters Bourgeoir, Gillot, Capt. Boncabeille, Messrs. C. R. Graham, L. Rocher, Juan Baptista Gutierrez, Miss Ackermann, Mrs. Ivanoff, and Mr. J. Milkoff. For Kobe—Messrs. C. Che Gam and and C. Yut Ting. For Yokohama—Mr. A. E. Reporter.

Shipping Report.

Str. *Daijin Maru* from Tamsui:—Strong gale throught the voyage.

Str. *Chihli* from Tientsin, etc.:—From Chefoo to Swatow fierce NE. gale, with mountainous sea, thence to port moderate gale and sea.

Vessels in Port.

STEAMERS.

Anghin, Ger. s.s., 1,001, D. Reimers, 18th Sept.,—Bangkok 11th Sept., Rice and Wood.—B. & S.

Arcadia, Ger. s.s., 5,454, G. Schmidt, 19th Sept.,—Moji 13th Sept., Ballast.—H. A. L.

Bourbon, Fr. s.s., 997, Ch. Sisco, 7th Sept.,—Saigon 3rd Sept., Gen.—Wo Fat.

Chingtu, Br. s.s., 2,260, J. McD. Howie, 20th Sept.,—Sydney via Ports 26th Aug., Gen.—B. & S.

Chowfa, Ger. s.s., 1,055, F. Spiesen, 16th Sept.,—Bangkok 9th Sept., Rice and Gen.—B. & S.

Clavering, Br. s.s., 2,154, D. Barton, 6th Sept.,—Salina Cruz 31st Aug., Ballast.—C. C. S. S. Co.

Fri, Nor. s.s., 860, N. Andersen, 26th Aug.,—Haiphong 23rd Aug., Gen.—Aagaard, Thoresen & Co.

Jacob Diederichsen, Ger. s.s., 623, W. Sangschwarg, 18th Sept.,—Hoihow 17th Sept., Gen.—J. & Co.

Kaifong, Br. s.s., 982, Finlayson, 17th Sept.,—Cebu 13th Sept.,—B. & S.

Katanga, Br. s.s., 2,160, Jas. McBride, 19th Sept.,—Kutchinotzu 12th Sept., Coal.—M. B. K.

Keong Wai, Ger. s.s., 1,115, Köhler, 16th Sept.,—Swatow 15th Sept., Rice.—B. & S.

Longsor, Fr., s.s., 6,800, Relufat, 16th Sept.,—Haiphong 14th Sept., Gen.—M. M.

Loongsang, Br. s.s., 1,092, A. E. Sandbach, 18th Sept.,—Manila 15th Sept., Gen.—J. M. & Co.

Lucia Vittoria, Ital. s.s., 830, J. Boardman, 18th Sept.,—Kwong-chow-wan via Macao 17th Sept., Gen.—Musso & Co.

Minnesota, Am. s.s., 13,323, J. H. Rinder, 19th Sept.,—Seattle 10th Aug., and Shanghai 16th Sept., Gen.—N. K. K.

Nam Sang, Br. s.s., 2,591, Geo. Payne, 21st Sept.,—Calcutta 5th Sept., via Penang and Singapore 14th, Gen.—J., M. & Co.

Nicomedia, Ger. s.s., 4,572, P. Wagmann, 17th Sept.,—Portland, Or. 17th August, Gen.—P. & A. S. S. Co.

Siberia, Am. s.s., 5,655, J. T. Smith, 12th Sept.,—San Francisco and Ports 16th Aug., Mails and Gen.—P. M. S. S. Co.

Simla, Br. s.s., 3,825, C. D. Goldsmith, R.N.R., 21st Sept.,—Shanghai 18th Sept., Mails and Gen.—P. & O. S. N. Co.

Telemachus, Br. s.s., 1,340, J. Williamson, 20th Sept.,—Saigon 15th Sept., Gen. and Meal. Chinese.

Tjipanas, Dut. s.s., 2,444, P. Zwart, 17th Sept.,—Makassar 9th Sept., Gen.—J. C. J. L.

Zafiro, Br. s.s., 1,618, R. Rodger, 18th Sept.,—Manila 16th Sept., Gen.—S., T. & Co.

SAILING VESSELS.

Churchill, Am. 4-masted sch., 600, Huffman, 27th Aug.,—Haiphong 23rd Aug., Ballast.—Master.

Combermere, Br. ship, 1,686, C. G. Dixener, 5th Sept.,—New York 14th June, Case Oil.—S. O. Co.

Ecuador, Ger. 4-masted ship, 2,103, O. Dickmann, 2nd Sept.,—New York 19th May, Parrafine.—Order.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Benvenue	Singapore	G., L. & Co	Sept. 24
Borussia	Singapore	H. A. L. ...	Sept. 24
Arratoon A'car.	Singapore	D. S. & Co	Sept. 25
Borneo	Sandakan	M. & Co...	Sept. 25
Glenesk	Singapore	McG. & G.	Sept. 25
Emp. of China.	Japan	C. P. R. Co	Sept. 26
Roon	Japan	M. & Co...	Sept. 26
Sunda	Singapore	P. & O. Co	Sept. 26
Zieten	Colombo...	M. & Co...	Sept. 27
Mongolia	Japan	P. M. Co...	Sept. 28
Kutsang	Calcutta ...	J., M. & Co	Oct. 2
Athenian	Vancouver.	C. P. R. Co	Oct. 10

Hongkong & Whampoa Dock Returns.

Arcadia	at	Kowloon	Dock.
Likin	„	„	„
Doris	„	„	„
Holstein	„	„	„
Ponape	„	„	„
Progress	„	„	„
Clavering	„		„
Katherine Park	„	Cosmopolitan	..
Bourbon	„	Aberdeen	,

Post Office.

A Mail will close for:—

Swatow, Amoy, Foochow and Shanghai—Per *Triumph*, 23rd Sept., 9 A.M.

Manila—Per *Loongsang*, 23rd Sept., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Minnesota*, 23rd Sept., 10 A.M.

Shanghai, Moji, Kobe and Yokohama—Per *Tjipanas*, 23rd Sept., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Simla*, 23rd Sept., 11 A.M.

Tientsin—Per *Esang*, 23rd Sept., 1 P.M.

Macao—Per *Heungshan*, 23rd Sept., 1.15 P.M.

Amoy, Manila, Cebu and Iloilo—Per *Kaifong*, 23rd Sept., 3 P.M.

Manila—Per *Zafiro*, 23rd Sept., 3 P.M.

Amoy Straits and Rangoon—Per *Palamcotta*, 23rd Sept., 5 P.M.

Swatow and Shanghai—Per *Hangsang*, 23rd Sept., 5 P.M.

Hoihow and Pakhoi—Per *Jacob Diederichsen*, 23rd Sept., 5 P.M.

Chefoo and Newchwang—Per *Clara Jebsen*, 23rd Sept., 5 P.M.

Pakhoi—Per *Hailan*, 23rd Sept., 5 P.M.

Swatow—Per *Haiching*, 25th Sept., 11 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changsha*, 25th Sept., 3 P.M.

Yokohama and Kobe—Per *Chingtu*, 25th Sept., 3 P.M.

Singapore, Penang and Calcutta—Per *Namsang*, 26th Sept., 11 A.M.

Swatow, Singapore and Bangkok—Per *Keongwai*, 26th Sept., 11 A.M.

Swatow, Chefoo and Tientsin—Per *Chihli*, 26th Sept., 11 A.M.

Swatow, Chefoo and Tientsin—Per *Esang*, 26th Sept., 2 P.M.

Manila—Per *Taming*, 26th Sept., 3 P.M.

Shanghai—Per *Yochow*, 26th Sept., 3 P.M.

Europe, &c., India, *via* Tuticorin—Per *Roon*, 27th Sept., 11 A.M.

Shanghai—Per *Dakotah*, 28th Sept., 4 P.M.

Manila—Per *Rubi*, 30th Sept., 11 P.M.

Europe, &c., India, *via* Tuticorin—Per *Polynesien*, 3rd Oct., 11 A.M.

Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Australian*, 4th Oct., 11 A.M.

VISITORS AT THE HOTELS.

HONGKONG.

Ackert, F. and native servant
Anderson, J.
Bardy, A. H.
Battiscombe, H. G.
Beddome, Mrs. S.
Beilby, W. H.
Bell, R.N., Lieut. H. F.
Bingham, Mr. & Mrs. J. E. and child
Birheck, R. J.
Bishop, L. C.
Bisney, S.
Bissell, W. S.
Bowes, Mrs. E.
Bowes, Miss M.
Brighton, F. G.
Broughall, L.
Bunner, Mr. and Mrs. W. C.
Carter, W. L.
Chalkley, H. F.
Chalmers, Dr. G.
Clark, Hon. Dr. Francis
Clark, M. O.
Clark, T.
Clarke, Mrs. T. W.
Clarke, T. W.
Clegg, R.N., Eng. Lt. and Mrs. H. I.
Clemencon, Mr.
Conrow, Mr. and Mrs.
Coulthart, J.
Cox, A. J.
Cruickshank, A.
Cunningham, G.
Davies, F. O.
Doolittle, F. H.
Dorris, J. W.
Douglas, Capt. & Mrs. J.
Dowley, W. A.
Dowley, Mrs. W. A.
Downing, Mr. T. C.
Fish, Jr., S.
Fletcher, H.
Freeman, J. G.
Fulton, Dr. W.
Gast, J. J. de
Glover, C.
Gorden, F.
Graham, E. R.
Grant, A. W.
Giffin, Mr. and Mrs. W. S.
Graham, C. R.
Grone, Dr. F.
Grone, Mrs. F.
Hall, Capt. T.
Holt, B. G.
Hurst, R.N., Engineer-Capt.

Humphreys, R. E.
Iboleon, Mrs. L., 3 children and maid
Innes, Capt. R.
Jones, Dr. & Mrs. Evan
Kelcher, J. P.
Kerr, F.
Laing, A. H.
Large, H. J. C.
Lavers, C. H. and Chinese servant
Lewis, A. R.
Lewis, L. S.
Lugebil, V.
Macdonald, D.
Mackie, Jr., D. D.
MacLennan, C. E.
Marriott, Dr. O.
McAran, T. P.
Miller, P. L.
Moon, Mr. & Mrs. E. M.
Moore, Dr. W. B. A.
Morrison, Mrs.
Newington, A. G.
Noyes, D. R.
Oliffe, O. C.
Packer, B. L.
Pan, F. N. Le
Parfitt, W.
Patey, Mrs. E. O.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Powell, W. A.
Reel, Dr. L. R.
Roach, Mrs. J. S. and child
Scott, J. Gray
Scott, Mrs. J. G.
Shea, J. J.
Skott, G.
Smith, F.
Stein, A. L.
Taylor, Mr. and Mrs. W. C.
Teus, Mr. and Mrs. Valentin, 3 children and 2 Filipino servants
Teus, Miss
Thomas, R. H.
Vlasto, J. A.
Wakefield, Mrs. and Miss
Watkins, Miss E.
Whitlow, A. W.
Whitton, Mrs., child and infant
Woolrabe, Mrs. F.
Wright, Mr. & Mrs. T.

PEAK.

Aucott, E. F.
Beattie, A.
Beattie, M. P.
Boggan, Mr. and Mrs.
Bourcheir, Mr. & Mrs.
Boyd, Capt. and Mrs.
Brown, D. E.
Chichester, Maj. A. A.
Clothier, A. N.
Cocks, Mr & Mrs. A. E.
Darling, Col.
Dixon, Mr.
Duncan, Mr and Mrs.
Dymack, Lieut. A.
Edwards, Mr. and Mrs.
Fuller, Mr.
Gales, Capt.
Gudell, Mr. and Mrs.
Hallingworth, Mr. and Mrs.
Harker, B. Brotherton
Hayner, Col.
Hazeland, F. A.
Helsgaun, A.
Howard, W. H.
Hudig, D.
Jeffries, H. U.
Johnson, Rev.
Joseph, Mr. and Mrs.
Kelsall, Major & Mrs.

Lay, Mrs.
Louder, Mr.
Macfarlane, Dr. and Mrs.
Machle, Mr. and Mrs.
Maddaford, Mr.
Martin, R.
Meier, Mr. and Mrs.
Mitchell, R.
Muelle, E.
O'Neil, Jas. Hugh
Parry, Major
Peace, Mr.
Phillips, Major
Philpot, Mr.
Pollock, K.C., Mr.
Sawer, Capt. and Mrs.
Scutton, Mr. T.
Sinclair, A.
Staet, Van de
Stevens, Mr.
Thomas, Mr.
Uffel, W. von
Vandvo, Gor. ...
Vereker, Capt. and Mrs.
White, Dr. M. J.
Wilford, F. C.
Witt, Major

CRAIGIEBURN.

Adams, F. R. J.
Barnett, H. J. O.
Brown, C. A.
Dann, G. H.
Fairchild, H. J.
Frost, B. L.
Gaskell, Mr. and Mrs.
Jamieson, P. S.
Marchant, Capt. and Mrs. and children

Nicholls, E. A.
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy
Webb, Mr. and Mrs. Montague
Wilson, Dr. Newell
Young, J. Ashton

OCCIDENTAL.

Albert, B. E.
Böhmer, H.
Caspersen, S.
Chandler, Lieut., Army Educ " Dept"
Daldrup, L.
Dubirel, R.
Fischer, Ch.
Gorcke, Mr.
Grabowski, Mr. and Mrs. Fred.
Hales, G. L.
Hansen, Capt. W.

Harvey, Mr. & Mrs. D.
Hauptmann, R.
Keyt, Dr. H.
Krill, G.
Lowe, Mr. and Mrs.
Lowe, Miss Siesie
Munro, Miss A.
Neubraun, J.
Ohme, A.
Owen, O. E.
Swaby, Mr. and Mrs. T. C.
Thoruewall, R.

KOWLOON.

Bonafield, Miss Julia
Hall, J. S.

McAnb, W. S.

	Sept. 20 at 10 a.m.	Sept. 20 at 4 p.m.
Barometer	29.83	29.83
Temperature	74	74
Humidity	85	96
Rainfall	0.04	—

CHINA COAST METEOROLOGICAL REGISTERS.

September 21st, 1905, a.m.

		Bar.	Th.	Hu.	Wind		W.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—	—
Hakodate ...	„	—	—	—	—	—	—
Tokio	„	—	—	—	—	—	—
Kochi	„	—	—	—	—	—	—
Nagasaki	„	—	—	—	—	—	—
Kagoshima...	„	—	—	—	—	—	—
Oshima	„	—	—	—	—	—	—
Naha	„	—	—	—	—	—	—
Ishigakijima..	„	—	—	—	—	—	—
Taihoku	5 a.m.	30.00	—	—	E	4	—
Taichu........	„	29.94	—	—	—	0	—
Tainan	„	29.94	—	—	NE	2	—
Koshun	„	29.07	—	—	—	0	—
Pescadores ...	„	[illegible]	—	—	NE	8	—
Weihaiwei ...	9 a.m.	—	—	—	—	—	—
Gutzlaff	„	30.10	69	65	NNE	1	bv
Sharp Peak...	„	30.08	74	81	NE	1	o
Amoy	6.30 a.	—	—	—	NE	1	c
Swatow	9 a.m.	29.98	75	77	NE	2	c
Canton	„	—	75	86	NE	3	o
Hongkong ...	10 a.m	29.96	78	78	E	5	oq
Victoria Peak	„	—	—	—	—	—	—
Gap Rock ...	„	—	—	—	—	—	—
Macao	„	—	—	—	—	—	—
Haiphong ...	„	—	—	—	—	—	—
Manila	„	29.88	82	77	W	1	c
Bacolod	9 a.m.	—	—	—	SW	1	o
Iloilo	„	29.85	81	—	—	0	c
Cebu	„	—	81	—	S	2	o
C. St. James	10 a.m.	—	—	—	—	—	—

September 22nd, 1905, a.m.

		Bar.	Th.	Hu.	Wind		W.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.92	—	—	E	1	—
Hakodate ...	„	30.01	—	—	—	—	—
Tokio	„	30.02	—	—	N	1	—
Kochi	„	29.99	—	—	NE	0	—
Nagasaki	„	—	—	—	—	—	—
Kagoshima...	„	30.07	—	—	N	2	—
Oshima	„	30.00	—	—	S	2	—
Naha	„	29.93	—	—	N	6	—
Ishigakijima..	„	29.97	—	—	—	0	—
Taihoku	a.m	30.00	—	—	E	6	—
Taichu........	„	29.94	—	—	—	0	—
Tainan........	„	29.95	—	—	SE	2	—
Koshun	„	29.91	—	—	NE	6	—
Pescadores ...	„	29.93	—	—	NE	6	—
Weihaiwei ...	9 a.m	30.15	70	—	WNW	1	b
Gutzlaff......	„	30.13	77	88	ENE	2	cv
Sharp Peak..	„	30.08	75	86	NNE	2	o
Amoy	6.30 a.	—	—	—	NNE	2	o
Swatow	9 a.m.	29.99	73	81	NE	1	b
Canton........	„	29.92	81	81	NE	1	b
Hongkong ...	10 a.m	30.00	80	72	E	3	c
Victoria Peak	„	—	—	—	—	—	—
Gap Rock ...	„	—	—	—	—	—	—
Macao	„	29.76	82	—	NE	1	c
Haiphong ...	„	—	—	—	—	—	—
Manila........	„	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	SW	3	or
Iloilo	„	29.77	81	—	W	1	o
Cebu	„	—	79	—	—	0	or
C. St. James	10 a.m	—	—	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel...	1,700	4	3,000	Commander Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Weihaiwei
Arun	torpedo boat destroyer ...	550	6	7,000	Lieut.-Commander R. H. Heaton ...	Weihaiwei
Astraea	cruiser, 2nd class ...	4,360	10	7,000	Captain Lionel G. Tufnell	Weihaiwei
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Shanghai
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Yangtsze
Cherub	water tank and tug	390	—	300	—	Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O. ...	Yangtsze
Diadem *	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Weihaiwei
Dee	torpedo boat destroyer ...	560	6	7,000	Lieut.-Commander H. E. Sulivan ...	Shanghai
Erne	torpedo boat destroyer ...	550	6	7,000	Lieut.-Commander Bather	Weihaiwei
Ettrick	torpedo boat destroyer ...	560	6	7,000	Lieut.-Commander Lewin	Weihaiwei
Exe	torpedo boat destroyer ...	550	6	7,000	Commander A. F. Everett	Shanghai
Fame	torpedo boat destroyer ...	306	6	5,700	Lieut.-Commander Stevenson	Weihaiwei
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Singapore
Handy	torpedo boat destroyer ...	275	6	4,000	Lieut.-Commander H. B. Cox	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards...	Hongkong
Hecla	special service torpedo-v ..	6,400	—	2,400	Captain E. F. B. Charlton	Weihaiwei
Hogue...	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Weihaiwei
Iphigenia	cruiser, 2nd class ...	3,600	8	7,000	Captain William R. Fawckner	Amoy
Itchen...	torpedo boat destroyer ...	550	6	7,000	Lieut.-Commander C. Seymour	Weihaiwei
Janus	torpedo boat destroyer ..	280	6	3,900	Lieut.-Commander W. H. Darwall ...	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtsze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Otter	torpedo boat destroyer ..	[illegible]	6	6,350	Lieut.-Commander J. Kiddle	Weihaiwei
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Surveying (Labuan)
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan.	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Hongkong
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtsze
Taku	torpedo boat destroyer ...	250	6	6,500	In reserve	Hongkong
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Weihaiwei
Tamar	receiving ship	4,005	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Virago	torpedo boat destroyer ...	355	6	6,300	Lieut.-Commander Gregory	Weihaiwei
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Surveying (Swatow)
Whiting	torpedo boat destroyer ..	360	6	5,000	Lieut.-Commander C. E. L. Thomas ...	Weihaiwei
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville ...	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox... ..	Yangtsze

*—Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Avalanche	river gunboat	140	5	150	—	Haiphong
Baionnette	river gunboat	—	—	150	—	Saigon
Caronade	river gunboat	—	—	*150	Lieut. Hue	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire...	Saigon
Décidée	gunboat	645	10	1,000	Lieutenant L'Eost	Haiphong
Descartes	cruiser...	3,985	14	5,500	Commander Amet	Baie d'Along
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque...	destroyer	303	7	6,300	Lieut. Cotoni	Haiphong
Fronde	destroyer	350	—	303	—	Haiphong
Guichen †	protected cruiser	—	—	—	—	Hongkong
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Corlouer	Haiphong
Javeline	destroyer	307	—	300	Commander Sagot-Duvauroux	Haiphong
Kersaint	cruiser...	1,250	7	2,200	Commander Simon	Saigon
Lynx	sub-marine...	—	—	—	Armbruster	Saigon
Montcalm*	armoured cruiser	9,700	12	19,600	—	Baie d'Along
Mousquet	destroyer	307	7	6,300	Lieut. Prat	Baie d'Along
Olry	river gunboat	—	—	—	Lieut. Grellier	Chungking
Peiho	gunboat	—	—	—	Lieut. Lavissière	Tongku
Pistolet	destroyer	307	7	6,300	—	Baie d'Along
Protée...	sub-marine...	—	—	—	Lieut. Glorieux	Saigon
Redoutable...	battleship, reserve	9,437	8	6,071	Commodore C. P. M. Poidloüe	Saigon
Sabre	destroyer	—	—	—	Lieut. Leball	Haiphong
Styx	armoured gunboat	1,796	10	1,700	Capt. Duprier	Saigon
Sully	armoured cruiser	10,014	38	20,000	Capt. Guiberteau	Baie d'Along
Surprise	gunboat	639	2	900	Lieut. Roque	Baie d'Along
Takiang	river gunboat	—	—	—	—	Upper Yangtse
Takou...	destroyer	250	6	—	Capt. Terquem...	Saigon
Vauban	battleship, reserve	6,150	23	4,560	—	Hongay
Vigilante	river gunboat	123	7	500	Lieut. Brugnon	Macao

* Flagship of Vice-Admiral Richard, Commander-in-Chief.
† Flagship of Rear-Admiral de Fresne de Jonquières, Second-in-Command.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CHINA, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENT, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"

Capt. C. D. Goldsmith, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 23rd Sept., at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 6,898 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for Europe, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on the 4th November.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 22nd September, 1905. [2

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN,"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 3rd October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *CALEDONIEN* .....17th October.
S.S. *OCEANIEN* .....31st October.
S.S. *SALAZIE* .....14th November.

G. DE CHAMPEAUX,
Agent.

Hongkong, 20th September, 1905. [7

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut ...	9,606	E. V. Roberts	14th Oct.
*Hyades**	3,753	Geo. Wright...	11th Nov.
Tremont	9,606	T. W. Garlick..	24th Nov.
*Lyra**	4,417	G. V. Williams	9th Dec.
*Pleiades** ...	3,753	F. G. Purington	29th Dec.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 21st September, 1905. [8

To Let.

TO LET.

SHOP in HONGKONG HOTEL (at present used as a Bar) at the corner of Pedder Street and Des Vœux Road. Splendid position.

ALSO

SHOP No. 23, QUEEN'S ROAD CENTRAL, now in the occupation of Messrs. W. BREWER & Co.

Apply to—

SECRETARY,
Hongkong Hotel.

Hongkong, 21st September, 1905. [949

SHOPS TO LET IN QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occupied by the ROBINSON PIANO CO., possession at an early date; and No. 25, under HONGKONG HOTEL.

For Particulars, apply to—

W. BREWER & Co.

Hongkong, 12th September, 1905. [921

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th September, 1905. [900

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 19th August, 1905. [69

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 19th July, 1905. [755

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527

TO LET.

No. 15, PRAYA GRANDE, MACAO.

BEAUTIFULLY situated. Six Fine Large Rooms also Bath Rooms and Fine Verandah. Spacious Gardens attached.

Apply to—

A. A. DA ROZA,
20, Connaught Road.

Hongkong, 15th September, 1905. [934

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

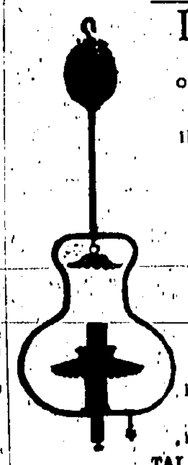
Apply to—

H. RUTTONJEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627

For Sale.

FOR SALE.



INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace,

Hongkong, 2nd May, 1904. [54

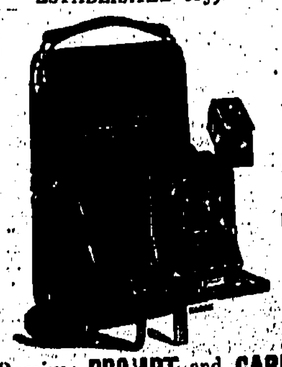
ACHEE & CO.

ESTABLISHED 1859.

FURNITURE, DEPOT FOR EASTMAN'S KODAKS, FILMS, AND ACCESSORIES.

GENERAL HOUSEHOLD REQUISITES.

&c., &c., &c.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905. [1

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 / $8,500,000 / $250,000	$1,702,738	£1 15/- @ exchange 1/10½=$18.66.67 for first half-year 1905	5 %	$900 / London £90½
National Bank of China, Limited	99,925	£7	£5	$200,000	$41,768	$2 (London 3/6) for 1903	...	$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,400,000 / 81,739	$150,494	$17 for 1903	5 %	$335 buyers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$950,000 / $151,992 / $362,366 / $371,445	Nil.	$4½ for year ended 30.6.1904	5½ %	$77 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,850,000 / £20,000 / $372,749 / $893,110 / $846,773	$2,078,997	$35 for 1903	4½ %	$780 buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$750,000 / $5,000 / $5,800	$486,284	$12 and $3 special dividend for 1903	8½ %	$172½
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 / $218,093 / $2,241	$329,047	$6 dividend & $1 bonus for 1903	8½ %	$87 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,200,505	$360,372	$34 for 1903	10½ %	$336 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$5,000	$8,832	$1 for 1904	5 %	$20 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 / $85,439	Nil.	$2 for year ended 30.6.1904	5½ %	$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$10	$250,000 / $600,000 / $145,376	$8,094	$1 for first half-year 1905	7½ %	$26½ buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£120,000 / £241,150 / £3,999	£4,435	12/- @ 1/10½=$6.29.51 for 1904	6½ %	$93
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905	7½ %	Tls. 58 sales
Do. (Preference)	100,000			£400,000		Interim of Tls. 1½ for 1905	7½ %	Tls. 48½ sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904	4½ %	21/-
"Star" Ferry Company, Limited	10,000 / 10,000	$10 / $10	$10 / $5	$65,000 / $24,257	$929	$1.80 / $0.90 for year ending 30.4.1905	5½ % / 3½ %	$33 sellers / $25 sellers
Straits Steamship Company, Limited	1,000	100	$100	$400,000 / $ 21,675 / $130,153	$21,231	$10 for 1904	6½ %	$142½ buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 / Tls 195,479 / Tls. 28,000 / Tls 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	13½ %	Tls. 29 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000 / $150,000	$42,812	Interim of $10 for 1905	10½ %	$230
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $85,087	$3 for 1897	...	$17 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2½ for year ending 30.9.04	3½ %	Tls. 68 sales
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£40,000 / £12,289	£7,820	Interim of 1/- (No. 4)	...	Tls. 8½ buyers
Oriental Consolidated Mining Company, Limited	500,000	G $10	G. $10	none	G $672,093	Interim of 50 cents (gold) for 1905 (No. 5)	...	G. $17½
Raub Australian Gold Mining Company, Limited	150,000 / 50,000	£1 / £1	18/10 / £1	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents	...	$38 buyers
DOCKS, WHARVES & GODOWNS								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9½ %	Tls. 143 sales
Fenwick (Geo.) & Co., Limited	6,000 / 12,000	$25	$25	$70,000	$8,577	$3.75 for 1904 on old capital / First year	7½ % / ...	$27 buyers / $25 buyers
Hongkong & Kowloon Wharf and Godown Co., Ld.	40,000	$50	$50	$250,000 / $58,473 / $10,000 / $300,000	$29,422	Interim of $2½ for 1905	4½ %	$103½ buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$41,500	$501,332	$6 for first half-year 1904	6½ %	$193
New Amoy Dock Company, Limited	6,000	$6½	$6½	$55,500	$489	$1½ for 1903	7 %	$17 sellers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 59,880	Tls. 10,711	Interim of Tls. 6 for 1905	6½ %	Tls. 185 buyers
Shanghai and Hongkew Wharf Company	37,000	$100	$100	$2,100,000	$206,645	$20 for 2nd half year making $26 for 1904	6½ %	$410 buyers
Tanjong Pagar Dock Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9½ %	Tls. 192½ buyers
Yangtsze Wharf and Godown Company, Limited								
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$14,516	$9,028	$2½ for year ended 30.6.1905	9½ %	$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 34,000 / Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6½ %	Tls. 135 sellers
Central Stores, Limited	6,000	$15	$12	$20,000	$1,502	Final of 60 cents making $1.80 for 1904	10 %	$18 sales
Do. (Founders')	123	$15	$12			None	...	$100
Do. (New Issue)	24,000	$15	$7½			Preferential of 7 per cent for 1904	7 %	$7½
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 / $31,087	$10,126	$5 for first half-year 1905	6½ %	$147 sales
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$37,875	Interim of $3½ for 1905	5½ %	$128½ sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2½ for the year ending 31.3.1905	13½ %	Tls. 19½ buyers
Hotel Metropole Company, Limited	2,000	$100	$100	.....	First year	Interim of $4	...	$105
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,904 / $50,000	$11,958	90 cents for 1904	7½ %	$12½ buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$377	$3 for 1904	7½ %	$40
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 / Tls. 170,000	Tls. 40,066	Interim of Tls. 3 for 1905	6½ %	Tls. 122 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 45 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Interim of Tls. 3 for 1905	6 %	Tls. 117½ buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12
West Point Building Company, Limited	12,500	$50	$50	none	$1,247	Interim of $1½ for 1905	6½ %	$55
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1903	8 %	Tls. 52½ buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$30,000	$23,264	$1 for the year ending 31.7.05	6½ %	$14½ sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 50,000 / Tls. 31,669	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 45 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898	...	Tls. 59 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 22,050	4 % for 1897	...	Tls. 250 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	$100	$100	none	.....	First year	...	$115 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£114	£770	1/3 per share for 1904	5½ %	$7 buyers
Campbell, Moore & Co., Limited	1,200	$10	$10	$8,000	$1,182	$3 for 1904	8½ %	$36
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	8½ %	$11½
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	8½ %	Tls. 77½ sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$3,739	None	...	$10
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,000	$1,581	80 cents for 1904	9 %	$9
Dairy Farm Company, Limited	25,000	$7½	$6	.....	.....	$1½ for year ending 31.7.1903	...	$17 buyers
Green Island Cement Company, Limited	150,000	$10	$10	$400,000 / $500,000	$95,054	$2 for 1904	7 %	$28
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$7,551	Final of $1½ making $2½	9½ %	$27 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£25,394 / £3,000	£8,188	£1 div. and 2/- bonus for 1904	7 %	$175 buyers
Hongkong Electric Company, Limited	30,000 / 30,000	$10 / $10	$10 / $5	none	$2,151	$1.00 / 50 cents for year ending 30.4.1905	6½ % / 5½ %	$15 buyers / $9½ buyers
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$50,000	$2,706	$15 for year ending 30.11.1904	7 %	$215 buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$60,000	$5,356	Interim of $4 for 1905	7 %	$237½
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$60,000	$11,137	$10 for 1904	7 %	$152 buyers
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	$299	Interim of 50 cents 30.9.04	15½ %	$14
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Final of $9 making $14 for 1904	9½ %	$145 sales
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 / Tls. 19,465	Tls. 35,849	3rd quarterly of Tls. 31, paid 15.9.05 making 50 for Tls. 15 for 1905	...	Tls. 225 buyers
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1903	...	Tls. 25
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$8 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	None	Dr. $5,537	None	...	$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 / Tls. 108,172	Tls. 8,012	Interim of Tls. 3½ for 1905	7 %	Tls. 123 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	7½ %	Tls. 70 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Interim of Tls. 6 for 1905	8½ %	Tls. 135 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,810 / Tls. 25,000	Tls. 1,297	Final of Tls. 6 making Tls. 9	13½ %	Tls. 68 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,220	Interim of 15/- for 1905	4½ %	Tls. 40 sales
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $5,068	None	...	$20
Steam Laundry Company, Limited	15,000	$5	$5	none	$3,644	60 cents for year ended 31.5.04	7½ %	$8
Sursis Ice Company, Limited	2,000	$100	$100	$25,000	$700	$5 for 1905	...	$150
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,795 / Tls. 4,000	Tls. 1,012	Final of Tls. 4½ making Tls. 8½ for 1904/5	7 %	T.Tls. 115 sellers
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$22,000	$551	80 cents / $19.80 for year ended 31.5.1905	9½ % / 11 %	$9 buyers / $180
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 / $25,000	$5,096	Final of 50 cents making $1 for 1904	7 %	$14½ sales
William Powell, Limited	12,000 / 3,000	$10	$10	$3,000	$588	Interim of 50 cents for year 1904/1905 / First year	10 %	$12 buyers / $100

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